VOL. CCXXX, No. 2995
PRICE TWO SHILLINGS

Fit "TripleX"- and be safe
Reg'd

THE SPHERE
With which is incorporated "BLACK & WHITE"
AUGUST 24, 1957

The SPHERE

with which is incorporated The GRAPHIC

— THE WORLD'S NEWS IN PICTURES

Cussons
IMPERIAL LEATHER
LUXURY TOILET AND BATH SOAPS

EL TROVADOR
JAMAICAN CIGARS
FABRICA DE TABACOS
EL
TROVADOR
JAMAICA

Apollinaris is the natural mixer with Scotch...
ask for a Scotch and POLLY

SOUTH AFRICA by UNION-CASTLE
from Southampton every Thursday afternoon at

PARIPAN LTD
BRITISH MADE
PARIPAN Dryfast ENAMEL
PAREMUL Emulsion PAINT
PARIMAT Steamproof FINISH
1 SHERWOOD STREET, PICCADILLY CIRCUS, LONDON, W.1

THE WELL BALANCED LIQUEUR
COINTREAU
Extra Dry
Sole Importers
W. Glendenning & Sons Ltd.
Newcastle upon Tyne 6

WILLIAMS & HUMBERT'S
DRY SACK
REGD.
The World Famous Sherry
SPAIN'S BEST

Lindt
THE CHOCOLATE OF THE CONNOISSEUR
CHOCOLAT LINDT
ROD. LINDT FILS
ESTABLISHED 1879

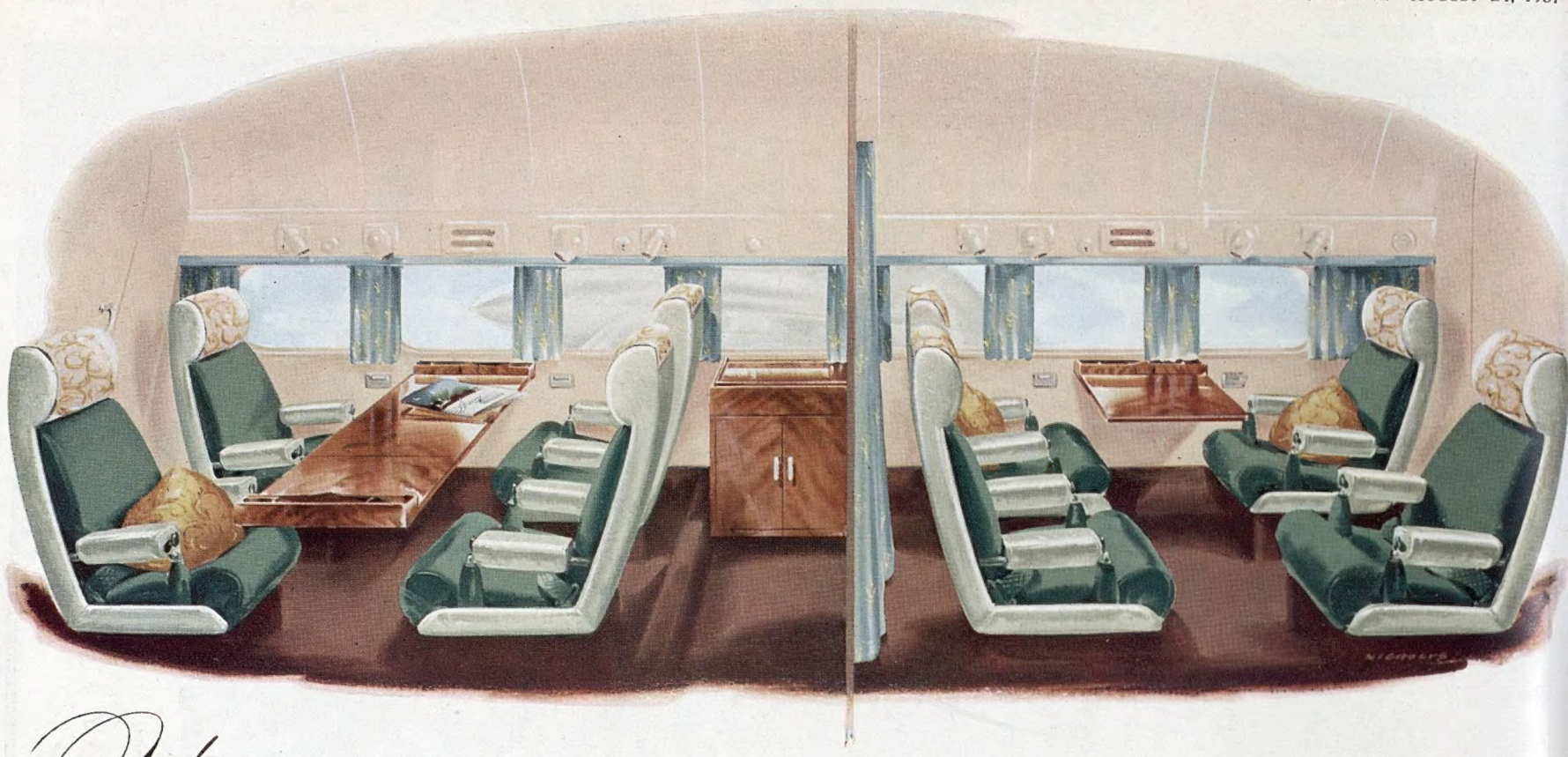
MOTOR UNION INSURANCE CO. LTD.
All classes of insurance transacted
10, ST. JAMES'S STREET, LONDON, S.W.1

PUBLISHING OFFICE: INGRAM HOUSE, 195-198, STRAND, LONDON, W.C.2

Registered as a Newspaper for Transmission in the United Kingdom

FOR POSTAGE RATES SEE FRONTISPIECE

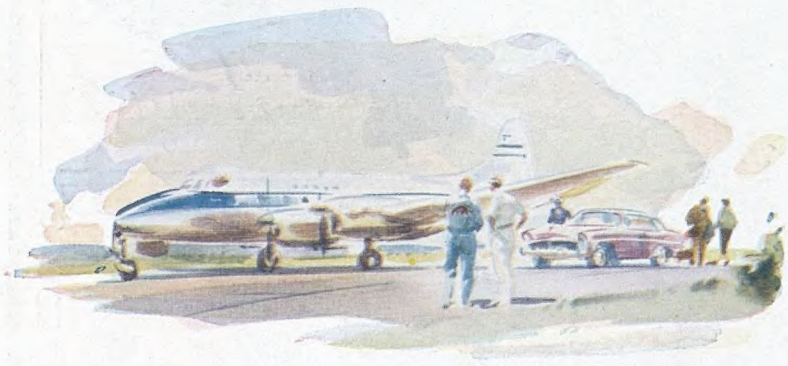
PRICE 2/-

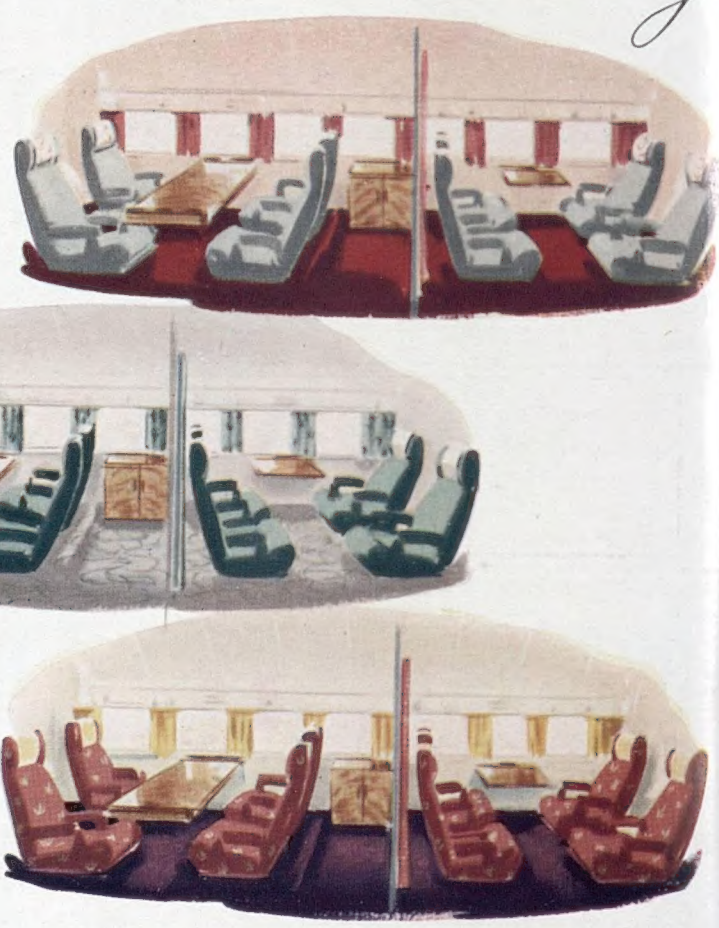


Your own executive suite — on wings

Many commercial and industrial houses find it economical to operate aircraft of their own. The Heron, evolved out of more than three decades of continuous and progressive experience, is an airliner in miniature with all the safety features of a four-engine formula. It carries comprehensive radio, is easy to fly, uses small airfields, is simple mechanically, and is economical in first cost, fuel consumption and maintenance.

Herons are in use as executive aircraft—and as airliners—in many countries, backed by a world service organisation of long standing.





The Heron Executive de Luxe has two cabins, seats eight in facing pairs of adjustable armchairs. There is generous wardrobe, toilet and luggage accommodation. There are alternative arrangements.

DE HAVILLAND

HERON *Executive de Luxe*

A de Havilland aircraft powered by four de Havilland Gipsy Engines driven by de Havilland feathering propellers.

DE HAVILLAND WORLD ENTERPRISE

Volume CCXXX No. 2995

The SPHERE, London, August 24, 1957

The SPHERE

with which is incorporated THE GRAPHIC

THE END OF THE OPERATIONS IN OMAN—CAMERONIANS PREPARE TO LEAVE NIZWA, THE FORMER HEADQUARTERS OF THE REBEL IMAM: In the background is the desert fort from which the Imam's forces withdrew without a fight before the advance of the British and Sultanate troops. At the beginning of this week it was announced that British troops had been withdrawn from Oman, except for a small detachment of Hussars which was remaining for a few days for patrol duties.

Last Sunday and Monday aircraft of the R.A.F. Transport Command flew British troops from Muscat to Bahrein. From there they were to return to Cyprus or Kenya, according to their place of origin at the start of the operations in Oman. The sole remaining British force in the desert consisted of five armoured cars of the 15/19 Hussars. They were staying for a while for patrol duties near Fahud. British-officered Trucial Oman Scouts were also remaining to guard lines of communication, but only until the Sultan's forces were well-established. Thus the operation to suppress the rebellion of the Imam against the Sultan was regarded as finished. As the bulk of the British force withdrew, an official spokesman in Muscat paid a well-deserved tribute to the part played by all the units, the engineers, signallers, drivers and many other specialists, as well as the infantry and the armoured cars. Brigadier Robertson's troops had operated under the most difficult desert conditions, but such was their discipline and training that there were no casualties among them except seven cases of heat exhaustion. (Further pictures from Oman on pages 264-65.)

Postage—Inland, 3d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

A SALE OF NEW FOREST PONIES: At Beaulieu Road, in the New Forest, in Hampshire, a large crowd surrounds the sale ring in which a mare and a foal are being shown. The sale took place under the auspices of the New Forest Pony, Breeding and Cattle Society. Some of the ponies were sold as mounts for children and others for hacking or driving.

DEMOLITION OF A FAMOUS LONDON HOTEL: Workme Haymarket, London. The famous old hou the High Commissioner of New Zealand. Who

The Point of No Return?—The recent market and dock strikes have, I hope, touched the apex of workers' folly. In the middle of last week, Mr. Frank Cousins, General Secretary of the Transport and General Workers' Union, obtained support for a settlement from a narrow majority of the Covent Garden workers. Until then the London produce men had rejected the terms negotiated and accepted by their union representatives under mediation by the Minister of Labour. This attitude appeared to the general public as blind and insane obstinacy. The rejection had been backed and encouraged by sympathisers at the docks. The general public, at whose heads the pistol was aimed, needed no further proofs that trades union authority is dead and buried in this field. It is the blindness and obstinacy of the pitchers which stands out, that and the mistaken "loyalty" of sympathisers in other trades. The old system was intolerable to all interests concerned, save only the porters. It cannot return. Exception (reasonable or not) was taken by the men to the wording and to minor points in the new proposals. Both sides to all intents agreed to abide by the arbitration of Mr. Lloyd Williams, who varied many of these points in dispute. Their union accepted the proposal, as varied. The men refused. A chief plank in their refusal is the provision that future disputes must be settled by compulsory arbitration. Behind that expressed objection lay matters much nearer home, fear of losing their unearned increments and generous perquisites, fear among the older men of redundancy before their time. And this insane strike has already revealed that the work at the markets can be done with reduced staffs. Presumably there is no higher-paid and rewarded unskilled labour in Britain than among these porters. Their assured takings must be the envy of uncountable numbers of members of skilled trades and professions. How these porters reached this promised land is neither here nor there, though it is a story obviously of constant concession to expediency, of drift and of lack of courage to grasp the nettle which must one day be handled vigorously in common justice. Has the public no remedy? Has the point been reached when "no Government can sit idly by in the name of impartiality" while the nation's economy goes down the drain? I suppose not, for when that point is reached, there is likely to be a civil war which will turn upside down our outworn and creaking industrial economy. It looks as if some employers at last have reached the sticking-point, and some union leaders are trying to regain their authority, which often their public utterances encourage their men to flout.

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscription to THE SPHERE *should be handed to any bookstall or newsagent, or addressed to the Subscription Department,* THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.2. The rates for* 12 *months, including Christmas Number, for Great Britain and Eire, are* £6 1*s.* 6*d.; 6 months and Christmas Number,* £3 3*s.*; *6 months without Christmas Number,* £2 18*s.* 6*d. For Canada the rates for the same periods are* £5 14*s.* 6*d.* (*or* $16), £2 19*s.* 6*d. and* £2 15*s.; and for elsewhere Overseas* £5 19*s.* ($16.50 *cents in the U.S.A.*), £3 1*s.* 9*d. and* £2 17*s.* 6*d. All terms above include postage.*

A London Newsletter

195-198, STRAND, W.C.2

Ghana.—A great experiment, which many thought premature, seems to be off to a bad start in Ghana, where Western notions of a liberal democracy may well require a long time for digestion. Dr. Nkrumah's task is admittedly a heavy one and every encouragement was given him in Britain and from the world outside which watches these experiments in self-government by young and newly-formed nations. A certain amount of exuberance was to be expected from him. Such encouragement and such assumption of power are heady. Perhaps he would have been wiser to defer such trifles of authority as to put his own head on the Ghana postage stamps and to announce his decision to occupy the seat of the Governors of the Gold Coast. What his opposition and minorities, above all the Ashantis, looked to him first of all to indicate was his impartiality and resolve to bear in mind the rights and aspirations of those minorities. It was essentially a velvet-glove and not an iron-hand procedure that was needed. He is reported as saying:—"Within four months we are going to see who is ruling this country." He is reported to have threatened to withhold the subsidies of those chiefs who do not toe his line, and he has already caused a painful surprise by deportations. No doubt at all, he was provoked from the start. His nation is newly-welded. Not so long ago it throve on neighbourly quarrels. It was certain that after the first raptures over new-won independence, whispers, suspicions and jealousies would spring up again. Statesmanship is not quickly acquired. Some say that centuries of tradition and experience are needed to make a statesman. The first necessities are to eliminate the personal, the parochial, the party, the narrow viewpoints and to see the job to be done whole and indivisible: to govern for the people and not for a party or caucus, least of all for personal ambition for power.

The New Gold-Rush.—What nation, if not Britain, is closely concerned with the development of a great strategic oil reserve in the Canadian west and north-west? The new gold-rush is on (for oil is liquid gold to-day), but it is no longer a one-man show, a long, lone trail to the out-back, a lucky panning and a nugget to convert into drink in the bar of a mushroom shack-town. The rush is controlled, the prospectors are the big oil companies, with millions behind them and precise plans in advance of them. You could, in old days, carry away a nugget in your pocket if you could carry it beyond the gin saloon. You cannot carry away a lucky gusher. You must sit on it until you can ease its progress to the consumer with new roads, pipelines, aerodromes, towns and laboratories for experts. The old gold prospectors might still recognise the terrain. Much of it is wilderness still, a wilderness which will grow no more attractive with prospectors' rigs. There is still solitude to be enjoyed at Peace River and along the Arctic highway. Money, as we know, admits no such word as "impossible." But this is an affair of giants and combines and the lone prospector will do well to stay at home, and better still not to dream of finding his nugget among the bulls and bears on Wall Street and in Toronto and Montreal. There will b opportunities in plenty in the coming months, but it wi be harder to get the nugget past the share operators tha it was to win past the gin saloons of the old gold-ru days.

Defence by Attack.—It is the accepted vie in Parliament that when a member by general consent go beyond the bounds of fair criticism of another membe his withdrawal and apology must be complete and humbl Then he is "purged," and the incident is forgotten; f men are human and liable to explode. But Lord Altri cham believes that the best defence is renewed attack a his latest justification charged Mr. Menzies with stuf subservience to the Crown, with putting the Queen on pedestal and genuflecting, an attitude Lord Altrincha regards as "disgusting." Then again he claims that h fan mail reveals a three-to-one majority in favour of h original strictures on the Sovereign and the Court. A "please don't think" that Lord Altrincham does not ha great respect for the Sovereign and for Mr. Menzie Patriotism, it seems, demands that he should dissemb his love by kicking his victims downstairs. I made la week what I think was an unbiassed, cool and balance

FIRST AID FOR A TERRIER: Spiv, a white-haired terrie is being bandaged by A.A. patrolman H. Fry. T dog had injured his paw. Patrolman Fry is assiste by the dog's owner, Gail Orr, daughter of the A.A. Deputy Secretary and Director of Public Relation

emove fittings from the derelict interior of the Carlton Hotel, in the uilding is being demolished and on its site will rise the new offices for ompleted it will be one of the highest buildings in London.

AN AMERICAN YACHT WINS THE FASTNET RACE: Captain S. Frisell, owner and master of the Swedish boat, *Kay*, pours a celebration drink for the crew of the American yacht, *Carina*, at Plymouth. *Carina* was the winner of this year's race from Cowes to the Fastnet Rock and back to Plymouth. The Swedish yacht was second.

estimate of Lord Altrincham's original attack on the Crown and Court. A young editor, concerned to liven up his journal, may lose his head and be forgiven. I do not hold the nation guiltless in their attitude to the Royal Family. A minority, under the umbrella of "intense human interest in all that pertains to our venerated Royal House," encourages and gobbles down any kind of impertinent intrusion and accepts as gospel the wildest gossip about the private lives of the Royal Family. Editors of worth do not make capital out of the appetites and hypocrisy of a minority. There are not lacking points of criticism and advice which publicists may marshal in a sincere and honest desire to disarm possible criticism of our Monarchy as it evolves in a swiftly-changing world and Commonwealth. Rudeness and ill-temper are the negation of fair criticism; and perhaps the silly season encouraged many puerile and trivial comments on a tea-cup storm.

Lady Wentworth.—The ancient barony of Wentworth was first conferred on Edward VI's chamberlain and admits of succession in the female line, and many women have held the title since the sixteenth century in circumstances surrounded by romance, their lives being connected with men who still contribute to the curiosities of history. Indeed, the name of Wentworth seems to suggest romance, mingled with tragedy, eccentricity, pugnacity of opinion and courage. The ladies of the family who have held the title were Henrietta (sixth), the faithful mistress of Monmouth, succeeded by her aunt, Anne (seventh), who married Lord Lovelace in 1638, and was succeeded by her grand-daughter Martha (eighth). Then there was Anne (Noel-Milbanke) who married Lord Byron, the poet; their daughter Ada married the Earl of Lovelace, but did not succeed to the Barony of Wentworth, dying before her mother. The next Baroness (fourteenth) was Ada Mary, b. 1871, who was succeeded by her aunt, Anne Isabella, daughter of the Earl of Lovelace, who married the poet Wilfred Scawen Blunt. Judith (sixteenth), who has just died at the age of eighty-two, was their daughter. It is a complicated succession and a very extraordinary one, the lineage mixing with Noels, Milbankes, Byrons, Lyttons, Kings, Blunts, and it is not surprising that the late (sixteenth) Baroness was as much a character in her way, as much a rebel, as able and versatile, as her father, as determined and courageous as some of her female predecessors in title. She married Neville Lytton. She inherited from her parents the love of the desert and its Arabian horses, together with the Crabbet stud, which had fallen from its first greatness. She restored it to its present supremacy and herself became the greatest living authority on breeding and pedigree and training of Arabians. She was also a notable breeder of spaniels and a talented amateur of painting and poetry. A history of the Baronesses Wentworth would be worth writing, since for 400 years their circles have cut those of many historic figures who contribute to the romance and add to what is rare and curious in the human character.

The Rabbits.—Rabbits are certainly coming back and gardeners must look to their defences. It is some time since I was compelled to chase healthy young rabbits out of my kitchen garden or in my walks abroad have seen half a dozen full-grown and glossy specimens sporting together in a glade. The farmer and the pest officer will frown on me when I add that it is pleasure once more to see a live creature (other than jay, magpie or grey squirrel) on a country walk. But the pest officer, the forestry officer and the farmer combined have not done very effective work to control these pests. They can take no credit for decimating the rabbit, unless they broke the law to do it. They have failed to control the grey squirrel, the jay and magpie. The last two pests were never so prevalent at any time in our history, and the grey squirrel has never been reduced for more than a period of months. We were promised advantages in more abundant food from the farms when the rabbit menace was thought to be liquidated. More abundant food means cheaper food. We have not seen it. For the "lower income groups" there was nothing cheaper or more welcome in the meat line than the rabbit. There are still some of the depressed classes who may not see eye to eye with the pest officer and the farmer if a nationwide appeal is made to prevent the rabbit's return, and many will, selfishly, perhaps, regret the rumoured return of myxomatosis. It is the pest officer's duty to advise on control of all pests, and the farmers to offer a *quid pro quo* for the elimination of one of the cheapest forms of palatable food. (I hope they will succeed with cheaper poultry.) I certainly cannot afford a cartridge (not supplied to me free) against the poor man's furry friend. I shall spend my money on wire. And a common rat-trap is still an infallible decimator of jays in gardens. Magpies? There is no remedy known to me for that plague, and I am of the opinion that the grey squirrel will never be controlled so long as there exists in every square mile a single 10-acre covert which remains a sanctuary.

Hardwick, Too.—Estate duty paid in works of art comforts Lord Crawford and a host of other art-lovers who dread the emigration of national art treasures. The National Land Fund has been used since 1953 to take such treasures in lieu of cash, and Petworth was the first shining example of how it works. Hardwick Hall has followed, with eight famous masterpieces from Chatsworth for the nation. Bess of Hardwick may turn in her grave. And certainly this Treasury preference for art over cash seems a luxury of wealthy nations. We are not a wealthy nation, and taxation falls heavily on us if we are to pay our way. The nation, very rich for its station in works of art, acquires these new treasures for "keeps," not as an investment to be turned to swift and handsome profit. That is the very point of the Land Fund concession. We go on amassing works of art while taxation shows no signs of being reduced. As investments, famous old masters are less likely to depreciate in cash value than modern works, for ever influenced by changes in public taste and favour. Even so, what to-day among old masters may be assessed at £100,000, to-morrow may be adjudged a "copy" or, by its very size, shed half its last sale price at auction. Such things happen and art experts are not infallible. While we welcome the concession, we admit it is a rich nation's hobby in which we indulge. We are already a highly museumised island.

THE OLD STAGER

A GARDEN THEATRE IN HAMPSHIRE: The Steep Shakespeare Players perform *Love's Labour's Lost* in the garden theatre of Ashford Chace, near Petersfield, in Hampshire, the residence of Lord Horder. This local amateur company gives a play each year in the ground's of Lord Horder's estate. Among those taking part in this year's open-air production of Shakespeare is Mrs. Martin Lubbock, formerly the wife of Mr. Selwyn Lloyd.

TREASON TRIAL IN CAIRO

Thirteen Men Accused of a Plot to Overthrow Nasser

At the opening of "treason" trials in Cairo charges were made of an "American Imperialist" plot to assassinate President Nasser and to overthrow his regime. Several of the accused and at least one of the prosecution witnesses declared that statements were extorted from them under torture.

Two of the accused men are serving officers and six are ex-officers. Of the other five on trial two were former Wafdist ministers. It was alleged that had the "conspiracy" succeeded each of them would have received £10,000. The leader of the group, Brigadier Ahmed Atef Nassar, was alleged to be pro-Communist, but it was further stated that had he been successful in setting up a government, he would have sought an understanding with the United States. However, when one of the key prosecution witnesses was asked by the defence whether there was any proof that the United States was implicated he replied that there was not. There is no appeal against this military court's decision and it is empowered to award the death penalty.

A PLEA FOR THE DEFENCE: Before a military court in Cairo one of the defence counsel pleads for his client, who is among the thirteen accused in the wire-enclosed dock in the background. On the dais, running from left foreground, are the military members of the court. The accused are charged with plotting to overthrow the Egyptian Government and to kill Nasser.

THE ACCUSED IN THE DOCK IN CAIRO: The defendants sit between uniformed policemen. At the far end of the back row is their alleged leader, Brigadier Ahmed Atef Nassar. He came into court in a dressing-gown because he was recovering from an illness. *On right*—The uniformed members of the military court listen to evidence.

THE "LEADER OF THE PLOT": Brigadier Ahmed Atef Nassar is led into the court. The alleged leader of the conspiracy, he was stated to be both a "Communist" and a "pro-American."

On right—

WITNESS FOR THE PROSECUTION: Ahmed Khadry gives evidence of the plot being inspired by "American Imperialism." He alleged the accused had tried to persuade him to join in their anti-Nasser plot.

POLISH WORKERS STRIKE

The Stoppage by 10,000 Tram and Bus Workers in Lodz

Transport workers are some of the lowest paid in Poland and a demand for higher wages was the cause of the strike on the buses and tramways in Lodz last week. The workers stopped work in defiance of their trades union leaders and they only returned after it was reported that the Polish Government had allocated a considerable sum to alleviate their economic hardship and increase their pay. This presumably was part of the Government's policy announced earlier this month of better wages for municipal transport workers all over the country. During the three days of the strike in Lodz there were several clashes between police and strikers, in which a number of people were injured. It was also stated that nineteen of the strike leaders were arrested. However, probably the presence of troops and the firm reaction of the authorities prevented major incidents.

An important sequel to the strike was Mr. Gomulka's speech at Krakov last Sunday. In it there was a tacit admission of industrial unrest in many parts of the country. Mr. Gomulka warned his listeners against the futility of strike action at the present moment. He said that in the present state of the national economy it was impossible to make any further increase in wages. He also insisted that the Lodz strike was caused by "irresponsible elements" and not indicative of any strong feeling against his regime.

IMPROVISED TRANSPORT IN THE STREETS OF LODZ: Inhabitants are taken to work by lorries during the recent strike of transport workers in the second largest city of Poland. Some 10,000 bus and tramway workers in Lodz and its suburbs had refused to operate their services and were demanding higher wages. Official communiqués blamed "irresponsible elements" for the stoppage and after three days it was reported that the mass of strikers had returned to duty.

On right—

POLICE PREPARED FOR TROUBLE: Armed police cling to the back of a lorry in Lodz. There were several clashes with strikers and police used tear gas to disperse a number of demonstrations.

THE HORSE COMES INTO ITS OWN AGAIN: A driver with an ancient horse coach does a brisk trade. According to some reports, the stoppage of the transport services in Lodz followed a five-day strike by meat workers, also claiming better pay.

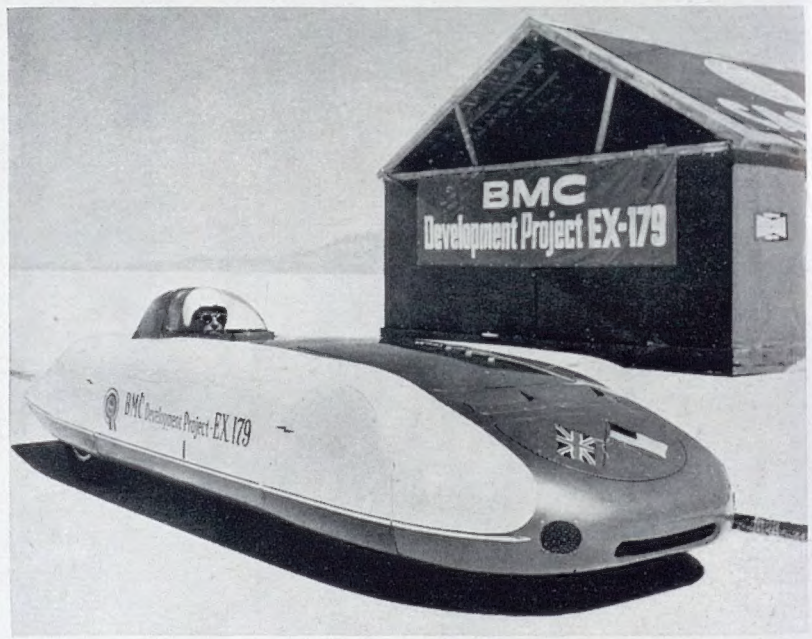
THE DESERTED TRAM LINES IN A BIG POLISH INDUSTRIAL CENTRE: No trams are running on the lines in a normally busy street in Lodz. People are walking or obtaining a lift from a lorry. The Polish Government took energetic measures to meet the threat by the strike to the town's economy and military units were sent in to reinforce the police. Last Sunday Mr. Gomulka, the Secretary-General of the Polish Communist Party, issued a stern warning to the nation against the futility of strikes.

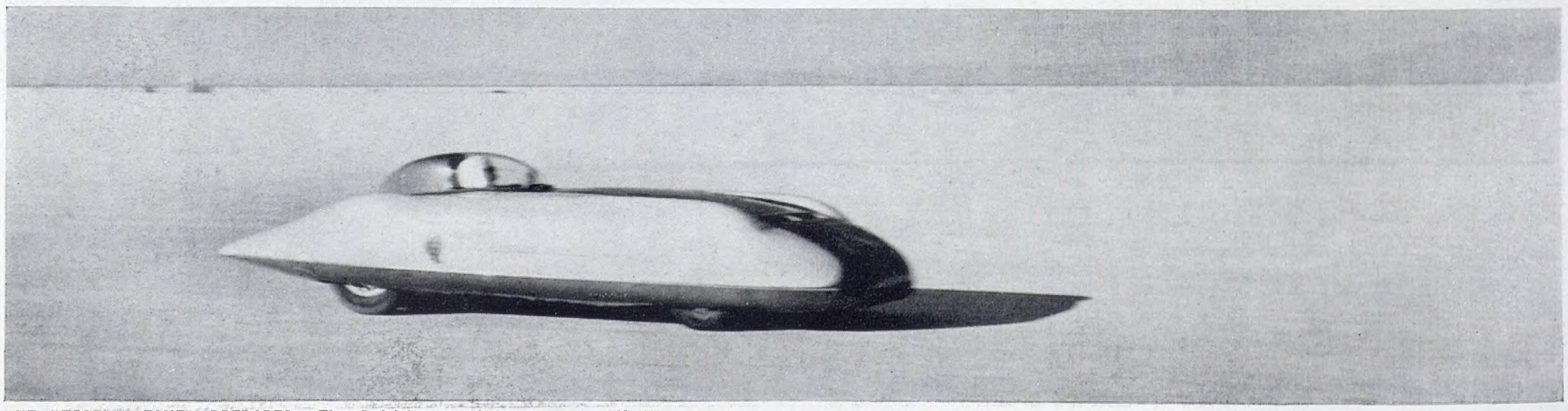
A BRITISH CAR ACHIEVES FIFTY-THREE NEW SPEED RECORDS: David Ash is at the wheel of the B.M.C.'s experimental car which last week set up fifty-three new International and American records during a twelve-hour, long-distance trial on the Bonneville Salt Flats at Utah, America. *On right*—The car, known as the B.M.C. EX-179, drives past its garage.

A Record-Breaking British Experimental Car

It has set up 53 New Speed Records in America

A streamlined experimental car, built by the British Motor Corporation Ltd., has set up fifty-three new American and International long-distance speed records at the Bonneville Salt Flats, near Wendover, Utah, in America. In an attempt on the International Class G twelve-hour record, the car was driven in four-hour shifts from dawn to dusk on August 13 by Mr. David Ash and Mr. Tom Wisdom. It averaged 118·13 m.p.h. This superseded the previous record for the class of 105·89 miles an hour which had been held by an Italian Fiat-Abarth car. The experimental car was powered by a 4-cylinder 948-c.c. engine similar to that fitted to the Austin A.35 and Morris Minor 1000 cars. The EX-179 travelled round the ten-mile circuit for a total of 1,417·53 miles and used only 29 imperial gallons of petrol for an average of 49·8 miles per gallon. In setting up a new twelve-hour record, the car also achieved twenty-five American national standing-start and twenty-five similar flying-start long-distance records. It also set up new figures in the International Class G distances of 1,000 miles and 2,000 kilometres. In the former, a speed of 117·48 m.p.h. was achieved as compared to the previous speed of 104·8 m.p.h. Over the latter distance 117·87 m.p.h. was recorded as against the old figure of 105·8 m.p.h.



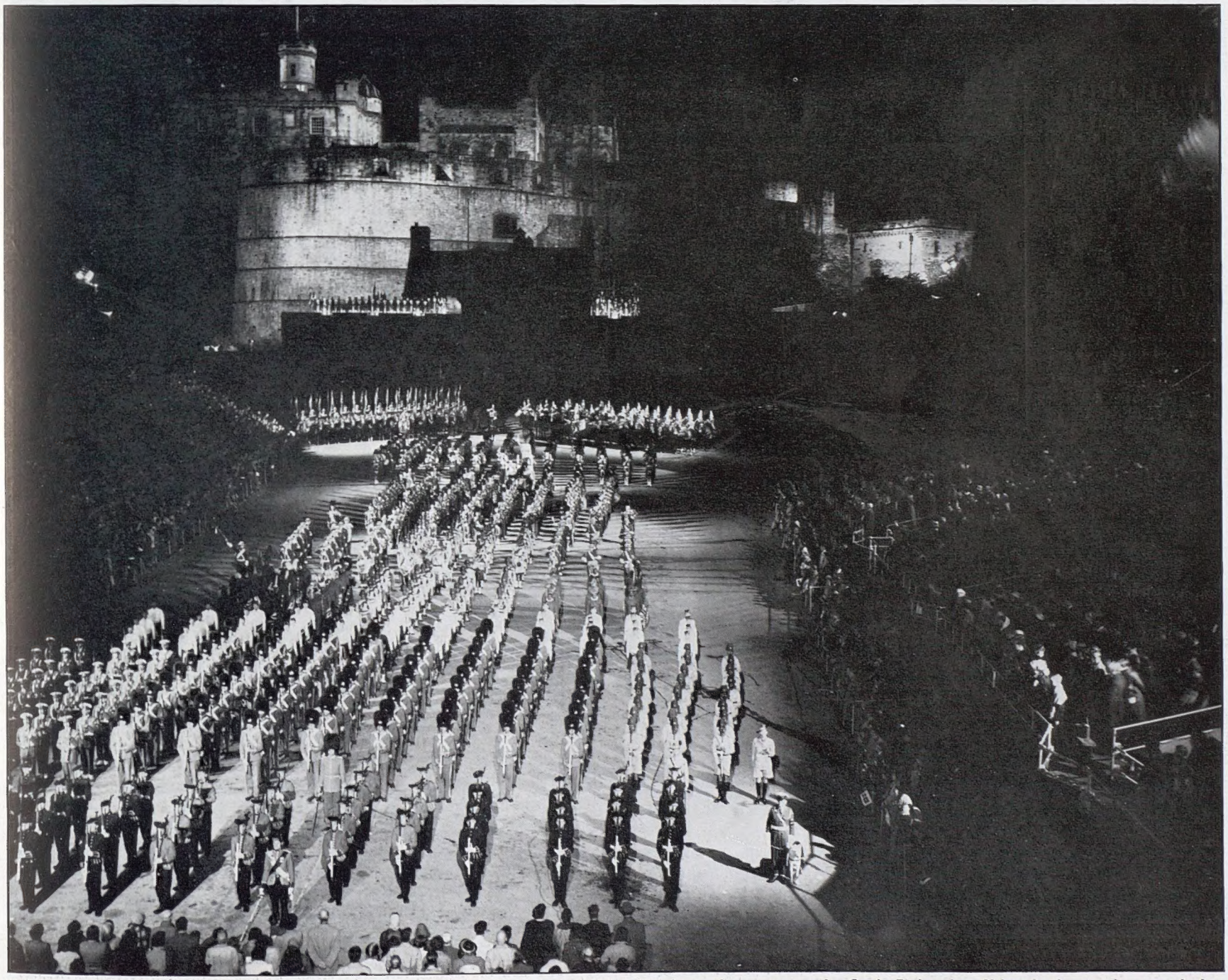


THE RECORD-BREAKER PREPARES: The British experimental car, EX-179, speeds across the Bonneville Salt Flats at Utah during a test run. In a twelve-hour, long-distance trial, the car averaged 118·25 miles an hour for the entire run. This easily broke the old International Class G record of 105·89 miles an hour. The car, which was built by the British Motor Corporation Limited, was driven by Mr. David Ash, of New York, and Mr. Tom Wisdom, the English driver.

THE NEWS IN PICTURES

ON THE WAY TO THE INAUGURATION SERVICE FOR THE SCOTTISH CAPITAL'S ELEVENTH ANNUAL INTERNATIONAL FESTIVAL OF MUSIC AND DRAMA: Civic dignitaries of Scottish burghs walk in procession for the inauguration service at St. Giles Cathedral, Edinburgh, last Sunday. Lord Provost Ian A. Johnson-Gilbert is followed by the Lord Provosts of Perth, Glasgow, Dundee and Aberdeen. Also in the long procession were members of the Consular Corps and representatives of the Church, the Law and other professions. In the Cathedral the sermon was preached by the Very Rev. Dr. Charles L. Warr, Dean of the Thistle and Chapel Royal.

The largest number of performers ever gathered for a Tattoo at an Edinburgh Festival is this year performing almost every night in the splendid floodlit arena set in the Castle. The first performance last Saturday really marked the opening of the eleventh International Festival. On Sunday came the customary Inauguration Service of praise in St. Giles Cathedral. An enormous procession, headed by Scottish civic dignitaries, walked from the City Chambers to the Cathedral for the service in which fanfares, metrical and prose psalms, and a special anthem are now part of the traditional ceremonial. In his sermon, Dr. Warr, Dean of the Thistle and Chapel Royal, emphasised the international spirit of the Festival which, he declared, was one of Harmony and Friendship. In the evening the Hallé Orchestra gave its first concert at the Usher Hall and the Film Festival was launched with the first performance of the British comedy *Lucky Jim*.

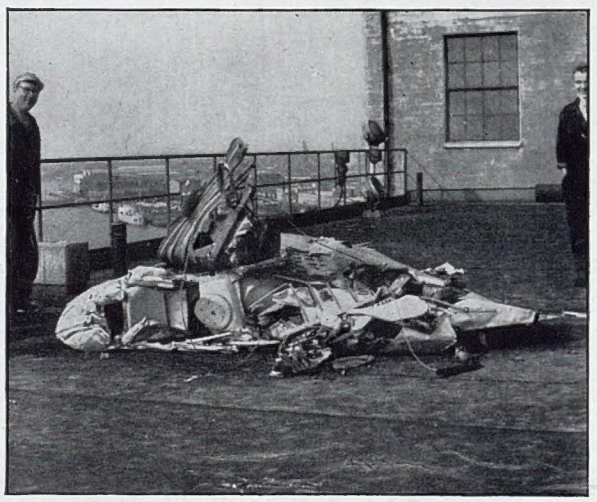


THE FIRST NIGHT OF THE MILITARY TATTOO AT THE EDINBURGH FESTIVAL: Searchlights illuminate the arena on the Castle Esplanade. Although the weather was bad, a large audience gathered for this performance last Saturday night, the first event in this year's Edinburgh Festival. Under the producer, Brigadier Alistair Maclean, the units taking part in the Tattoo include Scottish pipe and drum bands, the Royal Canadian Mounted Police, the King's African Rifles, the Royal Danish Lifeguards, and the Janissaries of Turkey. Overseas features both from the Commonwealth and elsewhere are more numerous this year than in previous Edinburgh Tattoos.

THE NEWS IN PICTURES

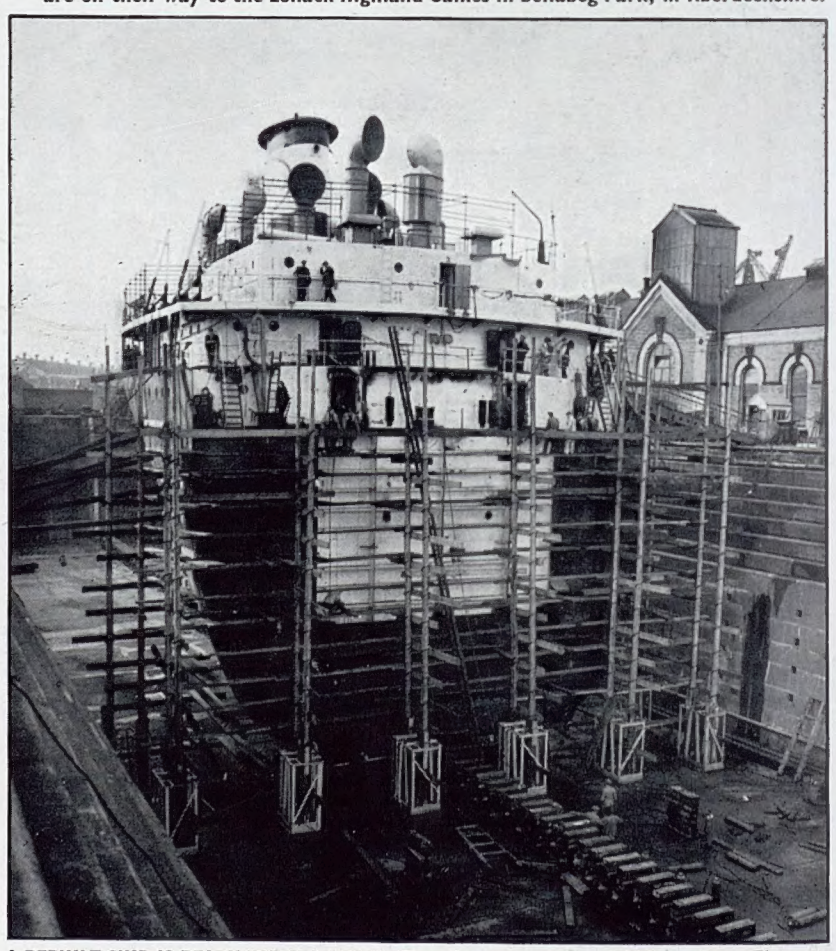
THE PRIME MINISTER GOES SHOOTING: Mr. Harold Macmillan, followed by Mr. R. A. Butler, Home Secretary, walk across Masham Moor, in Yorkshire, during the early days of the grouse-shooting season. They were the guests of the Earl of Swinton. Further pictures from the Yorkshire and Scottish Moors are on page 274.

CLANSMEN MARCH TO THE HIGHLAND GAMES: The Lonach Highlanders march with banners flying, halberds aloft and pipes playing, through the glens of Strathdon. They are on their way to the Lonach Highland Games in Bellabeg Park, in Aberdeenshire.



A RUSSIAN AIRLINER PLUNGES INTO COPENHAGEN HARBOUR: A crane is used to haul the tail of a Russian Ilyushin 14 airliner from Copenhagen Harbour, into which it plunged after hitting a power station chimney. The eighteen passengers and a crew of five were killed. Among the passengers were two Britons, Mr. Alan Geoffrey Titt, of Victoria Road, Warminster, in Wiltshire, and Miss Beryl Mary Hall, of Chesham Street, London. They were returning from the Moscow Youth Festival. *On right*—The wreckage of a wing which fell on the power station roof.

WRECKAGE FROM ANOTHER IRISH TERRORIST OUTRAGE: Scientific experts examine the debris of a house which was blown up by the explosion of a booby-trap at Brackaville, County Tyrone, Northern Ireland, last week-end. Police were lured into the disused farmhouse by an anonymous telephone call and their leader, Sergeant A. J. Ovens, was killed by the bomb. Two constables and two soldiers were slightly injured. It was the eighth outrage in the area and Sergeant Ovens was the third member of the Royal Ulster Constabulary to be killed since terrorist activity was renewed last December.



A REBUILT SHIP IS READY FOR SEA AGAIN: The after-part of the 16,000-ton *Esso Glasgow* is seen in the Belfast graving dock of Harland and Wolff Ltd., before being joined to a new 313-ft.-long midship section. By adding the new section the tanker has been given greater flexibility in cargo-carrying capacity so that she can take up to six different grades without contamination. The change in design has become necessary as the tanker has been switched from deep-sea work to the British coastal trade. In the rebuilding operation the ship was cut into three parts.

THE NEWS IN PICTURES

FOUR-LEGGED TRANSPORT FOR THE ALGERIAN REBELS: Members of the Algerian rebel army use pack mules for the transport of supplies to their camps and hideouts in the depths of the Saharan Atlas Mountains. The provisions for the army are hidden in many places and used by troops passing through the area. The sure-footed mules are ideal for transport in this mountainous terrain. The total of rebel forces in Algeria is said to be 35,000. The French have brought in considerable reinforcements in the long campaign against them.

OUT ON PARADE: Troops of the Algerian rebel army are assembled in lines for the morning parade held at their base in the Saharan Atlas Mountains. The man at the right of the front column has the Algerian nationalist flag flying from an American rifle. Over a recent period of eight days, 800 rebels were killed in intensive fighting which took place in 200 operations in all parts of the territory. The French High Command claims that the rebels suffered these casualties despite their systematic method of withdrawing and eluding engagement with the French forces.

On left—

A "MISSING" STATUE IS ERECTED IN VIENNA: A group of Austrian workmen can be seen placing a stone statue of the Austrian Emperor, Franz Joseph, into position in the centre of one of the main parks in Vienna. The statue of the former Imperial ruler was erected in the late evening in order to avoid any political demonstrations. The monument originally stood in the grounds of a cadets' training school. It was found on an iron scrap-heap shortly after it had mysteriously disappeared at the end of World War II.

THE COVENT GARDEN STRIKE COMES TO AN END: Mr. Frank Cousins, General Secretary of the Transport and General Workers' Union, walks past a group of solemn-faced men gathered outside the entrance to Transport House. He had just left the building after attending discussions with the Covent Garden branch committee. After a five-hour session it was reported that the branch committee had agreed with Mr. Cousins to put a "back-to-work" resolution to the men on strike at Covent Garden produce market. This was accepted by a small majority at a meeting of the men, during which Mr. Cousins is understood to have allowed rank-and-file members to "let off steam."

AGA KHAN IV VISITS BOMBAY: The new spiritual leader of the Ismaili Muslim sect, Prince Karim Aga Khan (fifth from the left), is welcomed by a number of the Ismaili leaders on his arrival at Bombay Airport, India. He had travelled from Karachi. The Ismaili leaders had respected Prince Karim's wishes in keeping his visit as religious and as quiet as possible. Not even a garland of flowers—the traditional Indian symbol of welcome—was offered to him. Since his succession as Imam of the Shiah Muslim Ismaili community, the Prince has visited several countries. He is nineteen years old and was a student at Harvard before he became Aga Khan in succession to his grandfather.

POLICE PROTECTION AT THE MUSLIM FESTIVAL: Members of the Indian Police Force mingle with the large crowds gathered in the streets of New Delhi, India, to celebrate the Muslim Festival of Mohurrum. Tall, decorated structures known as "tazias" are being carried through the narrow street. To ensure that the festival was celebrated without any incidents, the Indian Government enforced strict police precautions in view of the tense relations between India and Muslim Pakistan. During the centenary year of the Indian Mutiny, Mr. Nehru, the Indian Premier, has hoped that it could be suitably marked by an improvement in Indo-Pakistani relations. But so far there are few signs of this. Apart from the traditional Hindu-Muslim animosity, numerous political differences continue to divide the two countries.

THE NEWS IN PICTURES

SIX FEET FROM DISASTER: A giant Bristol freighter plane very nearly over-runs an electric railway line near Rochford, Essex. The plane, which was returning from Calais with holidaymakers and their cars on board, skidded off the runway of Southend Airport, ploughing through a boundary fence by the railway. Some of the eleven people aboard the plane (eight passengers and three crew) were shaken and bruised but there were no serious injuries, nor was any damage reported to the three cars which were carried on board it. If the electric lines had been touched the plane would probably have exploded in flames.

A FATAL RAIL ACCIDENT IN THE NETHERLANDS: Engineers inspect the wreckage of two trains which collided near Woensel, in the South-East Netherlands. The two electric trains, which were packed with Dutch holidaymakers, met in a head-on crash. Five people were killed and about twenty-four were seriously injured. One of the trains, the Amsterdam-Eindhoven express, was reported to have been travelling at nearly 80 miles an hour. First on the scene were military rescue teams, and doctors and ambulances from nearby air bases also helped. The rescuers worked for many hours cutting through the wreckage to free trapped passengers. The injured were taken to Eindhoven hospital.

On right—

AN APPALLING AIR DISASTER IN CANADA: Jagged pieces of metal are all that remain of an aeroplane which crashed about 18 miles south-west of Quebec. The crew of six and the seventy-three passengers were all killed. The four-engined aircraft had been chartered by the Imperial War Veterans Association of Toronto to bring back Canadian ex-servicemen and their families from London. They had been visiting relatives and friends in Britain. The plane's last stop had been at Keflavik, in Iceland. It appears that, while flying through a heavy thunderstorm, the plane plunged nose-first into the swampy ground. It exploded on impact and the scattered wreckage burnt for about four hours, after which only smouldering fragments of the airliner remained for the grim task of investigation.

ROCKS AND RUBBLE STREWN ACROSS A ROAD IN NORTHERN ITALY: Workers clear a road of debris carried down by floods at Bolsano, Northern Italy. At least two people were killed and many were rendered homeless by a cloudburst over the Alto Adige region. Telephonic communications between the villages were broken. It was estimated that the cost of repairing the damage would be very high. This summer many areas of Northern Italy have suffered most severely from heavy rains and floods.

THE BURNT-OUT SHELL OF A POST-OFFICE ENGINEERING STATION DESTROYED BY THE I.R.A.: Police investigate a General Post Office engineering garage at Newry, County Down, Northern Ireland. Irish terrorists destroyed the garage and about twelve vehicles. As a result of this and other incidents nearby, the Northern Ireland Minister for Home Affairs, Mr. W. W. B. Topping, imposed a curfew on the town. The area is very near the border between Eire and the counties of Northern Ireland.

IN THE GROUNDS OF PRINCE CHARLES' NEW SCHOOL: The view of the main buildings of Cheam School, near Newbury, Berkshire, is taken from the swimming-pool. The school, to which Prince Charles will be sent next term, was chosen by the Queen and her husband after they had interviewed a number of headmasters. Prince Philip, Duke of Edinburgh, was himself a pupil at the school before it moved from Surrey.

THE MAIN BUILDINGS: On the left is the main entrance to the building which is known as Beenham Court. It was originally a farmhouse. On the right is the school's comparatively new wing containing the classrooms.

The preparatory school which the Queen and the Duke of Edinburgh have chosen for Prince Charles was founded in the seventeenth century. It was originally at Cheam, in Surrey, and was joined at the time of the plague in 1665 by another school which had moved from London. When the Duke of Edinburgh was a pupil at the school (1930-33) it was still at Cheam. The move to the Beenham Court Estate, in the Berkshire Downs, was made in 1934 when part of the buildings at Cheam were required for a road-widening scheme.

Cheam School has about ninety boys who are all boarders. As well as the main building there is a comparatively new building alongside, which consists of classrooms. The average size of the classes is between twelve and fifteen boys. The joint Headmasters are Mr. F. P. Beck and Mr. M. Wheeler. Every Sunday the boys attend their own service at the church in the nearby village. Prince Charles, who will be nine years old in November, has been attending a school in Knightsbridge for some time.

SCHOOL FOR A PRINCE

Prince Charles is to be a Boarder at Cheam School, one of England's Oldest Preparatory Schools

IN THE MAIN BUILDING AND OUT IN THE GROUNDS: *Left*—One of the dormitories on the first floor. The picture was taken during the holidays. *Right*—The view looks across part of the playing fields. Altogether the school has 65 acres of playing fields, gardens and woodlands. The open-air swimming-pool measures 90 ft. by 60 ft. There are about ninety boys at Cheam and their ages range from eight years to fourteen. The fees for a boarder are 270 guineas a year.

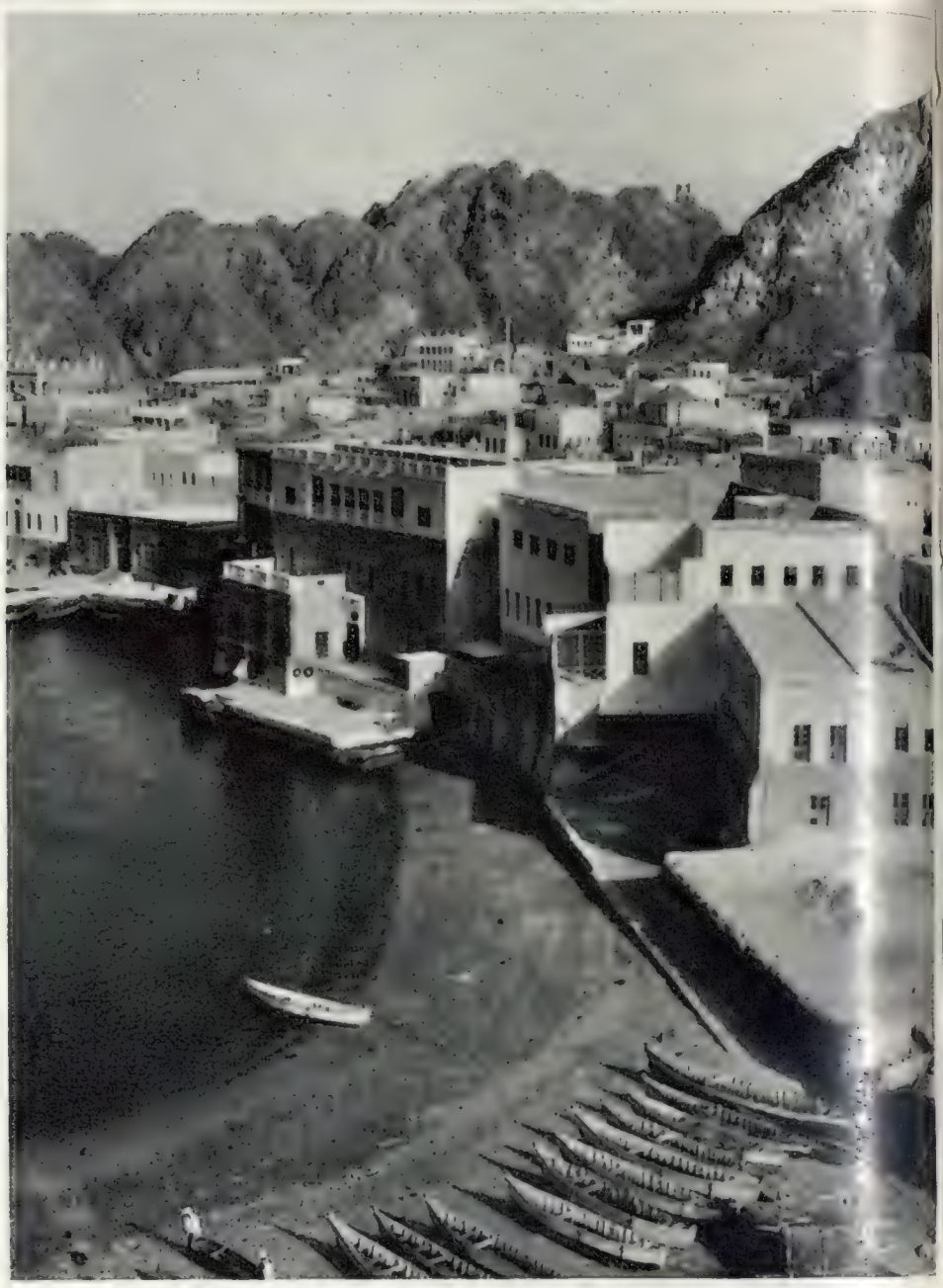
AFTER VICTORY IN OMAN

Pictures of the Desert Operations; The Sultan in his Palace; Normal Life in Muscat

A VALIANT WARRIOR: Abdul Karim, a Baluchi soldier of the Oman Regiment, is seen in Muscat after being given medical attention for wounds received in action against the Omani rebels. The vehicle which he was driving was ambushed but he drove it out in spite of being wounded in the arm and hip. Later he had to fight his way past a road-block.

On right—
THE CAPITULATION OF FIRQ: Holding the palm of peace, the Headman comes out to meet the force of British troops and Trucial Oman Scouts. Firq had been a stronghold of the rebellious Imam, but after the collapse of the revolt, the Headman of Firq hastened to reaffirm his loyalty to the Sultan.

THE SULTAN AND HIS FOREIGN MINISTER: Said bin Taimur stands in his Royal palace with the Foreign Minister of Muscat, Mr. Neil Innes, who comes from Dorset. In a Press interview, the Sultan blamed "foreign intrigue" for the revolt.



A PEACEFUL SCENE IN MUSCAT: Fishing craft are drawn up on the shore of the Sultan's capital which has been little affected by the recent troubles in the inland desert. The town of Muscat has an estimated population of 3,500 and is a port of call on the Bombay-Basra mail route.

COMMANDERS IN THE FIELD: Brigadier J. A. R. Robertson (left), commanding the British force, and Colonel Stewart Carter, Commandant of the Trucial Oman Scouts, hears the news of the fall of Firq. This capitulation was taken to mean that the military operations were virtually over.

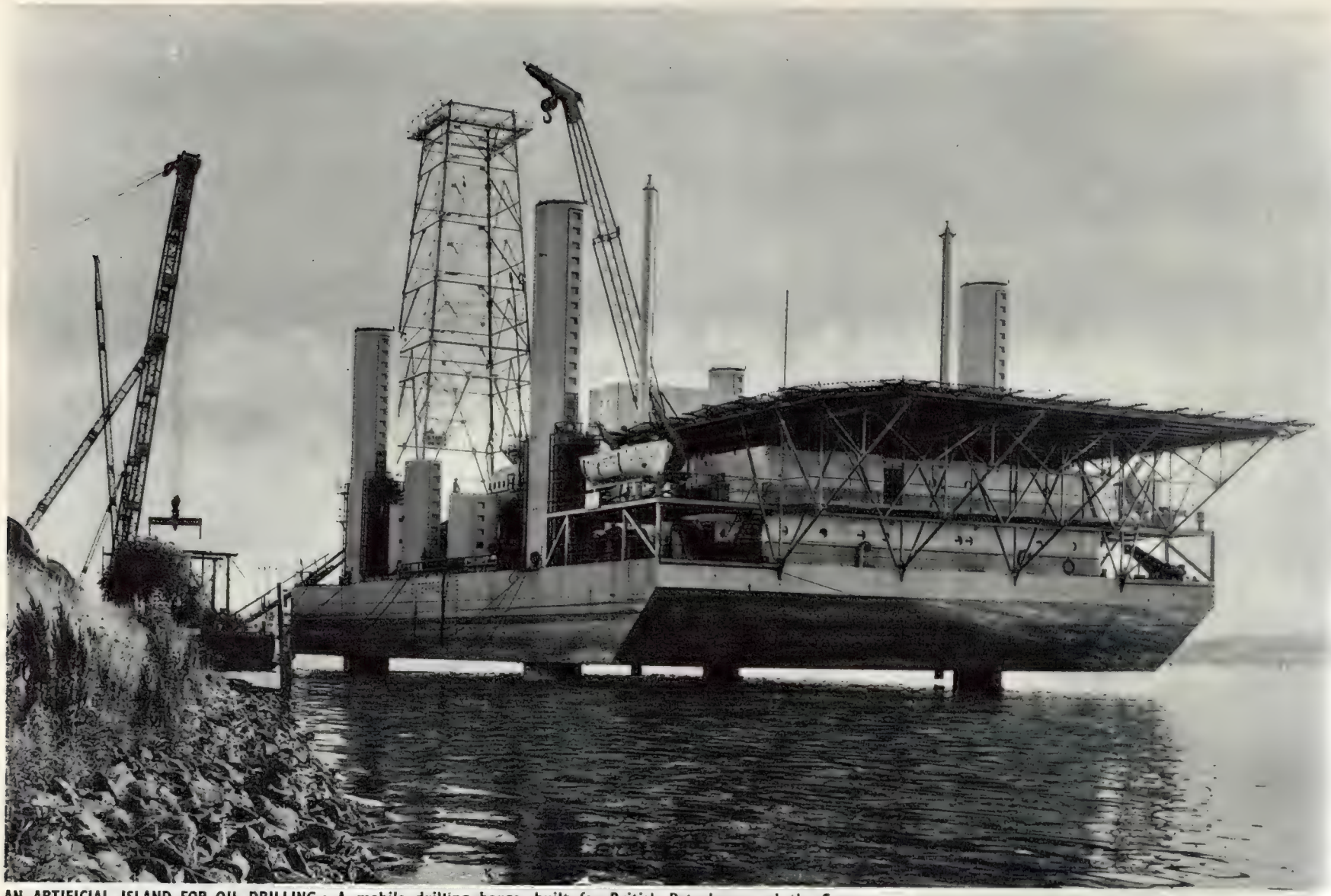
THE RULER AND HIS BODYGUARD: The rarely-photographed Sultan has his bodyguard behind him. Said bin Taimur, succeeded his father in 1932 as the thirteenth of his dynasty to be Sultan of Muscat and Oman. Aged forty-seven, he claims dominion over 550,000 people in an area of 82,000 sq. miles.

With the withdrawal of the Imam into the hills without a fight, all that seemed to remain for the British and Sultanate forces was "mopping-up" operations. Forts, which had been occupied by the rebels, were blown up. At Tanuf the Sultan's brother, Tarik bin Taimur, pressed the plunger which fired the explosives brought by the Royal Engineers to destroy the mud and brick building. This was intended to demonstrate that the destruction was done on the Sultan's initiative and not on the British.

However, there was still a considerable political task ahead. It was not sufficient merely to receive reaffirmations of loyalty to the Sultan, which were readily given, by chiefs and headmen in the desert where the Imam had campaigned. Their loyalty and support had to be consolidated and for this purpose the Minister of the Interior of Muscat and Oman, Sayed Ahmed Ibrahim, arrived at Nizwa, the Imam's former headquarters. Meanwhile, the Arab League, as a result of its meetings in Cairo, formally asked the Security Council to meet to discuss what was described as British "aggression" in Oman.

A STREET MARKET IN MUSCAT: Traders sell their wares at primitive stalls. The bulk of the inhabitants of the capital are Indians, Baluchis or Negroes, the last coming from Zanzibar. There are very few Arab residents. The principal exports are fish and fruits. Trade in alcoholic liquor is forbidden by law.

ON GUARD AT THE PALACE OF THE SULTAN: A sentry presents arms before the entrance. Over it are the Royal crest and Muscat and Oman flags. Extra precautions were taken for the ruler's safety during the revolt.



AN ARTIFICIAL ISLAND FOR OIL DRILLING: A mobile drilling barge, built for British Petroleum and the Compagnie Française des Petroles by the German firm Gutehoffnungs Sterkrade Aktiengesellschaft, undergoes tests on the Kiel Canal, in Germany. It is 220 ft. long, 190 ft. wide and has a depth of 15 ft. It rests on four retractable legs, on which it can be raised or lowered by eight hydraulic jacks. There is a helicopter landing deck, and three large hoppers have been installed to hold the various chemicals required in drilling operations. The hoppers are the shorter towers between the legs on the left. The barge has a drilling unit for boring to a depth of 15,000 ft. The drilling tower, which is 140 ft. high, is the tall strutted construction. The 4,200-ton artificial island was constructed to designs made by the DeLong Company of New York.

A MOBILE "ISLAND" TO DRILL FOR UNDERSEA OIL

A German-built Structure is Tested for a British Company's New Project

SUPPORTS ON THE FLOOR OF THE OCEAN: A German worker paints one of the barge's retractable legs. These legs, of which there are four, are each 10 ft. in diameter and 165 ft. long. They can be raised and lowered by eight hydraulic jacks.

On right—

LIVING CONDITIONS: A mattress is placed on a bunk in the crew's quarters of British Petroleum's mobile drilling barge. Air-conditioned living and messing accommodation is provided for up to fifty people. The barge is one of the first to be built in Europe.

A SEA-GOING KITCHEN IN THE LATEST STYLE: Finishing touches are put to the galley and dining-room of the oil-drilling barge. It has air conditioning, refrigeration, and a flash evaporator equipment which, utilising the waste heat from the diesel engines, makes fresh water.

THE RISING SAND DARKENS ADEN HARBOUR : The storm occurred a few minutes before the opening of the new Stanvac Bunkering terminal of the Standard-Vacuum Oil Company. The extraordinary calm which preceded the storm is emphasised by the smoke from the funnels of the ships. In the "black-out" the P. & O. liner *Strathmore* left the harbour to seek shelter at sea. It was one of Aden's worst sand-storms for many years. *Below*—The harbour is seen from the roof of one of the Terminal's five tanks which stand on six acres of reclaimed land adjacent to the breakwater on the harbour's north side.

SAND-STORM OVER ADEN

A Prelude to the Opening of the New Stanvac Bunkering Terminal

The sudden and severe sand-storm over Aden at the beginning of July wrecked the pavilion and scattered bunting and ..gs which had been erected for the opening ceremony of the ..w Stanvac bunkering terminal. The Governor, Sir William Luce, ..ho opened the installation, described it as being an important ..ddition to the services which "this great port provides to ..ipping." The terminal has a capacity of 50,000 tons, with loading facilities of 600 tons per hour. The fuel is pumped through 12-in.-diameter submarine and 10-in.-diameter floating pipelines approximately 1,200 ft. long, and the pipelines terminate in floating platforms alongside the vessels requiring bunkers. The new installation provides the Standard-Vacuum Oil Co. with independent facilities at Aden, thus enabling them to compete for a larger share of the colony's huge bunkering trade.

THE ENTRANCE TO A GEISHA HOUSE: A maiko, or girl training to be a geisha, has the belt of her kimono adjusted by the mistress of the house in the "Gion" sector of Kyoto. Round the door are the names of the geisha and maiko living there.

A LESSON IN PLAYING THE DRUM: Maiko are instructed in the instrument which is an essential part of a Japanese orchestra. Proper posture while striking the drum is as important as playing it. The training of a geisha in all her traditional arts can take several years.

THE GEISHA OF TO-DAY

In Spite of many Changes in Japanese Society, the true Geisha still Carry on The Traditional Training for Their Profession

THE geisha of Japan are often described as dancing girls. However, they are much more than that. They are part of the traditional Japanese society and the geisha houses where they are trained are still a recognised feature of the country, although in the post-war years there have been some changes in the girls' status and conditions.

In the past, it was usually an indigent farmer who was forced by circumstances to sell, with or without her agreement, a daughter into a geisha house. It is now the educated middle-class father, too proud to become an outright blackmarket operator and too poor to meet the rising spiral of inflation by selling an extra house, or a country estate, who attempts to solve the family's problem by selling a comely daughter.

When a girl was sold to the owner of a geisha house, the price really meant a considerable investment. Often a promising young girl of ten or eleven began a long and expensive course of training at the "geigi gakko," or geisha school, the best of which were located in Tokyo and Kyoto. Here she was taught all the feminine virtues, according to the masculine Japanese viewpoint, a repertoire of classical Japanese songs, a few not so classical, how to serve properly at the table, to make polite chit-chat, to flatter the masculine vanity and, in general, make herself an entertaining, agreeable dinner companion. For the young girls, or "maiko," this was a rigid apprenticeship, which began at the time they entered school, and ended when they were given certificates of proficiency in the various courses offered. For example, it took at least five years to play the traditional *samisen* (Japanese three-stringed guitar) well enough to earn a certificate, requiring two to four hours of practice daily. Dancing and singing were equally exacting. Until the training period was over, it was all strictly training, and very strict it was.

For the older girl, once she became a full-fledged geisha, the end of her training period marked the beginning of her life as a profitable property for her owner and a gay but busy existence for herself. It was a life full of appointments at this tea-house, or that restaurant, all recorded faithfully by the "mama-san" who cared for a small group of girls living together and saw that fees were shared, 50-50 by the girls and their owners. The geisha's 50 per cent. mostly went on gaily-coloured kimono, as she was expected to be immaculately dressed, never with the same combination of kimono and sash, always the correct pattern for the season. Her popularity and success was largely judged by the quality and quantity of her wardrobe. Thus high-class geisha, before the war, would have had a small fortune invested in clothes. This has stood many of them in good stead since the war, when they, in common with most of the rest of Japanese women, have been forced to sell their kimono, many of which were unique, in the black market to buy food.

The rest of the girls' percentage went for actual living expense; so although the fees were comparatively high, most girls saved nothing. If, by a stroke of considerable luck, combined with more foresight and will-power than is given to most people, she managed to save enough over the years of her popularity to pay off her purchase price to her owner, she was then a free individual.

"BUTTERFLY" COIFFURE: Such is the name given to the hair-style of the two geisha. They are walking in a garden in Kyoto, which is a centre of geisha life.

THE CLIENT IS ALWAYS RIGHT: Polite and shy laughter is expected from the geisha, for the client's attempts at jokes, however dull, must always be regarded as witty.

More often, an attractive geisha would command the attention of some man of wealth, who would buy her contract himself, or, in cases of real generosity, give the girl the money to buy herself free.

Most geisha in the past ended up as almost respectable "second wives" of a wealthy patron, whose children were recognised by law if the man chose to accept them as his own. Otherwise they carried the mother's name, but with no dishonour. The patron continued to support such families, many having three or four "wives," or as many as his purse permitted. If he failed to provide for them, it was not unknown for the slighted geisha to appeal to his legitimate No. 1 wife for aid. This, or the threat of it, usually was effective. Any man failing to support his "wives" would automatically lose complete face among his friends and associates.

Often such a girl was given an outright gift of a lump sum of money, so that she could set up a household of her own, with no implied responsibility on the part of her benefactor. Thus she was in effect an independent woman; when he entered her home it was as an honoured guest. If he tired of her, or if he died, such women often started geisha houses of their own, spent the remaining years of their lives either buying other young girls and training them as geisha, or as "mama-sans," companions to a new generation of geisha.

To-day there is little of the old-time grace and punctilious observance of form in the negotiations between the father of the girl to be sold, and the broker who arranges the transaction. A young girl considers herself lucky indeed if someone is willing to pay for the expensive course of instruction at the geisha school, while supplying food, shelter and clothing for her as a "maiko" in the long and profitless years until she can hope to repay the investment. At present the Tokyo geisha school is closed, although instruction continues at many private homes and restaurants. At Kyoto, less than 300 girls now study in the famed "Gion" section, which is the centre of geisha life.

Since Japan regained her independence, however, a business boom has once again come to geisha-dom. In the *karyu-kai*, or gay quarters, the tea-houses and restaurants, which had been operated in the manner of "speak-easies" in the early and mid-occupation days due to the prohibition and food shortage, have come out into the open again with business humming and the geisha girls kept dizzy rushing from one party to another.

A GEISHA AT HER PRAYERS: She is standing before a shrine near the geisha house. The first act of worship is to pull the ribbons on the bell to ring it and attract the attention of the god. The real geisha still follow the very strict traditional training, in spite of changes in modern Japanese society.

ON THE WAY TO AN APPOINTMENT: The girl walks along the street to a party which she will entertain with singing and dancing. Her "pokkuri" or thick wooden clogs have small bells attached which jingle at every step.

ENTERTAINING THEIR CLIENTS: *Left*—Three geisha dance and a fourth plays the *samisen*, the Japanese guitar, in a restaurant. *Right*—A girl serves the food, thus demonstrating another of the social graces in which she has been trained. But she and the other girls must not themselves eat. At a geisha party other women are never present.

Since the average fee for a popular geisha ranges from 700 yen (about 14s.) to 1,500 yen per hour, and as many girls manage to fit in two, or even three dinner-parties at which they sing or dance in one evening, their income is relatively high. Now that it is their own to spend as they wish, for the girls are no longer required to pay a percentage of their fees to their owners, their position might be envied, except for the fact that prices have risen, if not sky-rocketed, on all commodities which geisha require—clothes, cosmetics, permanent waves, jewellery. Besides this, income tax runs up to almost 40 per cent. of all earnings, so that luxurious living is still out of the question. Many girls are happy if they don't have to sell their treasured pre-war clothes to keep alive.

The coming of the new boom to the entertainment world has, of course, largely multiplied the number of customers for geisha, especially first-class geisha. But the older geisha now complain that the old courtesy and charm is gone. Especially is this complaint loudest with regard to those patrons who are petty racketeers and black-market operators, and who now seem to make up the major percentage of the clientele, for they cut a sharply contrasting figure against the patrons of former days, who were either peers of the realm, or men of wealth and honour in the community.

Obviously, the racketeer type of patron is not interested in buying an untrained girl at a considerable price, investing a small fortune in her training, then waiting five or six years in order to realise something on his investment. He feels that even if their money lasts, geisha are bad long-term investments, since all the girl has to do is renounce her obligation, and the law will support her. This explains the slump in the market for girls. It also explains why the tea-rooms, dance halls, and streets are filled with highly-painted, self-styled "geisha" who are willing to sell themselves, on a purely temporary basis, to the first comer.

Great is the scorn of the real geisha for this post-war competition. They feel, and with honest conviction as well as considerable truth, that the use of the name "geisha" casts reflection on the years of training they have undergone, and on the rigid code to which they have held themselves in the past. No real geisha ever sells her favours; she graciously grants them, and then only under conditions where the illusion of romance still lingers. While the results may be the same, it is a distinction that is important, at least to the geisha.

TRAINING CAN START AT A VERY YOUNG AGE: The Japanese child, who has already begun training as a maiko, talks with her dancing teachers in a geisha school in Kyoto.

GRAZING ON DARTMOOR

Blackface Sheep have Increased their Hold on Dartmoor Since they were Introduced there Nearly 50 Year ago

By BRIAN VESEY-FITZGERALD

A RECENT visit to Dartmoor, just at the time of the annual " dip " (when you may see more sheep on the move together than at any other time of the year), has set me wondering about my favourite farm animal and its future. I like sheep: and I do not subscribe to the widely held views about them and their lack of intelligence. On the contrary, I regard them as by far the most intelligent of our common farm animals. Their flock behaviour is, indeed, remarkably similar to the crowd behaviour of humans. In times of stress and in the face of danger sheep pack closely together, and so do humans.

Sheep will stand and stare for minutes on end at anything in the least unusual, and so will humans. There are leaders among sheep just as there are leaders among men, and they are followed as blindly. It is true that the quality of the leadership may not always be first-rate, but examples of poor leadership among sheep are certainly very much less common than they are among men. Before we sneer at sheep, we would do well to remember some recent examples of industrial and political leadership among ourselves. And, when it comes to such modern techniques as weather forecasting, well then the humble sheep grazing in the field has seen them on the moor, of course; but it is so long ago now that I cannot be sure about the date. I am assured that there are still a few Dartmoor sheep, but that they do not graze the moor any longer. (There is, of course, a breed known as the Improved Dartmoor, which has been evolved from a cross between a Dartmoor ram and a Devon Longwool ewe, and is not a mountain breed at all.) In any case, the point is that, during my recent visit, I did not see a Dartmoor sheep grazing on Dartmoor. They have been ousted by the Scotch Blackface. Why?

Great Britain has a multiplicity of breeds of sheep: well over thirty in all. These breeds have been classified by J. F. H. Thomas as follows: Mountain Breeds—Scotch Blackface, Swaledale, Rough Fell, Derbyshire Gritstone, Lonk, Limestone, Penistone, Herdwick, Cheviot, Welsh Mountain (of which there are two distinct varieties, the White and the Black), Exmoor Horn, and Shetland: the Welsh Border breeds—Kerry Hill, Clun Forest, and Radnor Forest: the short-woolled breeds—Dorset Horn, Wiltshire Horn, Ryeland, Devon Closewool, Southdown, Shropshire, Suffolk, Dorset Down, Hampshire Down, and Oxford Down: the long-woolled breeds—Leicester, Border Leicester, Lincoln Longwool, Wensleydale, Cotswold, Romney Marsh, Devon Longwool, South Devon and Improved Dartmoor. And it would be easy to add to this list, for there are a number of local types, such as the Portland Sheep of Dorset and the Lleyn Sheep of North Wales, which, if they have never been granted the dignity of breed status, are sufficiently different to merit that distinction. Moreover, Ireland has developed several breeds of her own, of which the Roscommon is the best known.

Now, a study of that list will show that almost every breed bears a local name. In fact, every one was developed locally (in the days when communications between neighbouring districts, especially in hilly areas, were poor or virtually non-existent) to suit the conditions peculiar to its particular district. As a result, there is no other country in the world of approximate size which can compare in the number and variety of its breeds of sheep: and this has always been a source of great pride to us.

No doubt there was a time when each of these breeds was the best suited to its particular locality. But is this so to-day? Consider the Dartmoor Sheep. Presumably this breed was developed because it was the type most suited to the conditions to be found on Dartmoor. And what has happened to the Dartmoor Sheep? Thomas does not so much as mention it: the Scotch Blackface, which was not developed to suit these conditions, has altogether replaced it. And, if you run through the list, you will find that something similar has happened to quite a number of the breeds mentioned. The Limestone, the Penistone, and the Cotswold are on the verge of extinction: the Shetland and the Ryeland have little or no economic importance outside their own districts, and, in the case of the Ryeland, probably a declining importance there. And it would, perhaps, not be unjust to say that the Wiltshire Horn, the Black Welsh Mountain and such local types as the Portland, to mention but three, now have little more than a curiosity value.

It is true that that still leaves a large number of recognised pure breeds. But how many of them do you see as you travel round the country? How many of them do you see when you visit a market? You will see Welsh Mountain Sheep in Wales, Herdwicks in Cumberland, Romney Marsh on the Romney Marsh, Scotch Blackface in many parts of the country, perhaps Exmoor Horn on Exmoor, but for the most part you will see cross-breds; the recognised cross-breds (like the Greyface, the Masham and the Half-bred) but also many others, an increasing number of them crossed with the Clun Forest. And what you are most likely to see in the average market is a large number of assorted mongrels, whose ancestry defies speculation. They are sheep and, therefore, delightful animals, but they reflect little credit on their breeders.

I suppose that once this multiplicity of breeds was a national asset. In the days when Britain could rightly claim to be the stud farm of the world even the most parochial of them had, no doubt, some importance in the export market and so was a national asset. The position is very different to-day. Our position as the stud farm of the world has been weakened considerably, and a number of our thirty-odd breeds now have no position at all in the export market, while many of the remainder send only a few animals abroad each year. I think—and I hate to say it—that our many breeds have become a liability rather than an asset.

Could the number be reduced with advantage? I do not think that there can be any doubt that the answer is "yes": with advantage both to the export market and to the home market. We cannot hope to compete with the great wool-producing countries (though our home wool clip is far from negligible), but with fewer breeds and more selective breeding home produced meat would surely be in a better position *vis-à-vis* imported mutton and lamb. Australia and New Zealand, it should be remembered, both rely on only two or three breeds of sheep, and therefore produce what might be described as a standard article.

BLACKFACES ON DARTMOOR: All the stock stay out on the moor both winter and summer and are only fed on hay in the morning when the grazing is poor. There is a general round-up for shearing and dipping and the sheep are taken to a centre where they are sorted. Mr. A. G. Hodge (senior), who grazed this particular flock, was one of the pioneers of the Galloways and Blackface sheep on Dartmoor.

I have heard one of our great flockmasters say that we could meet all our requirements, all the very diverse conditions under which sheep in this country must live, and all the really important cross-bred types, with eight breeds: and do so without losing anything in the pedigree export market. Indeed, he was of the opinion that we should gain in that market. If eight seems too drastic a reduction—and it will appear sheer heresy to the vast majority of sheep-lovers—then surely a dozen would cover everything.

It is easy, of course, to talk like this. But it would require a braver man than that flockmaster to name the breeds to be dropped, and a braver one still to ban their breeding. You have only to watch the wrapt, the worshipful, indeed the idolatrous, expression of those looking at the sheep at the "Royal"—or, indeed, at any show anywhere in the country—to realise what a hold this inoffensive little animal has on all who know it. On me, too, let me hasten to add. But there will, perhaps be, no need for an exceptionally brave man. The harsh terms of this commercial world will, sooner or later, impose the decision. Indeed, they are already doing so.

the bright boys of the meteorological office licked to a frazzle.

So, whenever I see sheep, I stop and watch them with admiration. And so I stood and watched the long grey lines moving slowly down from the heights of Dartmoor, and listened to the barking of the dogs, and to the queer wild (and apparently pointless) cries of the men on their rough ponies. There are no professional shepherds on Dartmoor (although there are many thousands of sheep) and the lack of skill is all too evident to one who has watched sheep being gathered in the north of England or in Wales or in Scotland. These men might just as well be driving cattle or rounding-up ponies. Indeed, their cries seem to spring directly from the rodeo.

But it was not this that interested me: it was the sheep. I watched these moving flocks from three different points on the moor on the same day, and I did not see a single Dartmoor sheep. They were all Scotch Blackface. The Scotch Blackface was first introduced on Dartmoor about the year 1910, and has steadily increased its hold ever since. Until, to-day, you will not see a Dartmoor sheep on Dartmoor. I have

The Rescue from the Eiger

The Single Survivor from the Four Stranded Climbers is Brought Down the Swiss Mountain after his Sensational Rescue

ON THE JOURNEY TO SAFETY AFTER BEING MAROONED FOR EIGHT DAYS: Claudio Corti, an Italian, lies well wrapped in the sledge during a halt with some of his rescuers on the journey down the Eiger. His three climbing companions had perished—in attempting to scale the 13,000 ft. mountain.

Only one could be saved from the party of four which was marooned for eight days on thegrim North Wall of the Eiger. But this single rescue, by a team in which mountaineers of six nations took part, must rank as one of the most sensational mountain operations ever recorded. Thousands of feet up, the rescuers battled for over two days against blizzard and roaring gales before one of them, the German guide Alfred Hellparth, was let down from a winch on a steel cable to reach the Italian Corti, stranded on a ledge 1,000 ft. down the wall. Hellparth took Corti on his back and was hauled up in an ascent which was breathtaking in its perils. All risks could not be regarded as over until Corti was safely carried down the Eiger. He was roped in a sledge and the journey down snow, ice and precipitous cliffs took 24 hours. The rescuers were anxious to try to reach Corti's Italian companion, who was seen freezing to death on another ledge, and to seek traces of his two German companions, who were feared to have fallen and perished. But because of the extremely bad weather conditions, the Swiss authorities ordered the attempts to be abandoned.

DESCENT OF AN ALPINE CLIFF: The sledge carrying Corti is controlled by a roped guide as it is let down an almost perpendicular cliff high up on the Eiger. Corti was rescued from a ledge on the North Wall by a German guide, who descended about 1,000 ft. on a steel cable to carry him up.

THE LONG HAUL DOWN THE EIGER: The pictures *left* and *right* show some of the hazards of rock, snow and ice which the rescuers had to overcome in bringing down Corti from near the summit of the mountain. The journey, through bad weather, took 24 hours, but the Italian came through the final stage of his rescue in fair condition and by the middle of last week was reported to be quickly recovering in hospital. Of his companions who were stranded with him, the second Italian froze to death while roped to a ledge and when the attempt to reach him was abandoned there was no trace of the other two, both Germans.

d

THE ROOF OF A SIXTEENTH-CENTURY HALL WHICH NOW BECOMES THE PROPERTY OF THE NATION: Hardwick Hall, Derbyshire, its contents and Hardwick Park, as well as eight major works of art from the collection at Chatsworth, have been handed over to the Treasury in part payment of estate duty on the property left by the 10th Duke of Devonshire. The transaction is valued at over £1,200,000. The park referred to in the transaction extends over 934 acres. Hardwick Hall was built between 1590-97.

HARDWICK FOR THE NATION

This 16th-Century Derbyshire Hall is being Accepted by the Treasury

Hardwick Hall, the Derbyshire home of the Dowager Duchess of Devonshire, (widow of the 9th Duke), which now passes into the keeping of the nation, is situated a few miles south-east of Chesterfield. It was built between 1590 and 1597 by Elizabeth, Dowager Countess of Shrewsbury (known as Bess of Hardwick), and has been altered very little. The Hall is a fine example of Elizabethan domestic architecture and is remarkable for the size of its windows as well as its symmetry. The contents of the Hall, which also pass into the keeping of the nation, include fine pictures and tapestries. Many of these have been associated with the Hall since its erection. The money paid for both the Hall and the eight major works of art from Chatsworth, the home of the present Duke, comes from the National Land Fund. The transaction is valued at a little over £1,200,000.

Two of the most important parts of the Hall are the High Great Presence Chamber which has been described by Sacheverell Sitwell as "the most beautiful room, not in England alone, but in the whole of Europe," and the Long Gallery with its great recessed windows. Both the High Great Chamber and the Long Gallery are richly decorated with tapestries. The Long Gallery, which is 166 ft. long, extends along the whole east front of the building. The east front of the building is 209 ft. long. Near the Hall are the ruins of the former building.

The eight major works of art from the collection at Chatsworth, which have also been accepted by the Treasury, are: the Donne Triptych, by Hans Memlinc; the Greek head of Apollo (470-460 B.C.); the Benedictional of St. Æthelwold; the set of four Gothic hunting tapestries; the Holbein cartoon of Henry VIII and Henry VII; the Van Dyck sketchbook (formerly owned by Sir Peter Lely); the "Liber Veritatis" of Claude Lorrain, and Rembrandt's "The Philosopher."

The Devonshire Trustees are also negotiating to hand over in settlement of further duty two portions of their landed estates in Derbyshire which formed part of the Cavendish Estates when Hardwick Hall was built.

INSIDE THE GREAT HALL: The Long Gallery is 166 ft. in length and is considered to be the architectural masterpiece of the house, incorporating the finest workmanship of the time. The canopied chair of William, Earl of Devonshire, was once at Chatsworth.

A CORNER OF THE HIGH GREAT PRESENCE CHAMBER: This has been described as the It has a remarkable plaster frieze in clear colour relief depicting classical themes Bess of Hardwick's own plasterer. The eight pieces of Brussels tapestry whic

THE STAIRCASE OF HARDWICK HALL WITH ITS TAPESTRY-LINED WALLS: On the drawing-room landing there is a Brussels tapestry entitled "Meeting of two Roman Warriors."

A RICHLY-CANOPIED BED: It is in a state bedroom. Much of the contents of Hardwick Hall have been associated with it since its erection.

THE SOUTH FRONT: The Hall has six lofty towers and an open battlement upon which the initials of the Countess (E. S.) frequently appear, surmounted by a coronet. At present negotiations are proceeding between the Treasury and the National Trust for the Hall and its contents as well as the park to be transferred to the Trust.

ost beautiful room in the whole of Europe. It was possibly the work of Abraham Smith, hang in the Chamber were bought in 1587.

ONE OF THE FINEST ELIZABETHAN MANSIONS IN THE COUNTRY: The view is of the west front. Hardwick Hall is now the home of the Dowager Duchess of Devonshire, and, under the terms of the transfer of the house to the nation, she is allowed to continue living there. The Dowager Duchess was Mistress of the Robes to Queen Mary. The 10th Duke died in November, 1950.

THE "GLORIOUS TWELFTH" ON THE YORKSHIRE MOORS: On Ramsgill Moors a party prepares to set off for the opening of the grouse-shooting season on the Bolton Abbey Estate of the Duke of Devonshire. In Yorkshire, the day was marked with good results, although the weather was not particularly bright. The party from Bolton Abbey had a bag of 380 brace, while Lord Swinton's party, on Colsterdale Moors, had 190½ brace. In Scotland, the grouse have benefited from a mild winter and the relative absence of disease, and this may be one of the best years since the war

OUT FOR THE DAY IN AYRSHIRE: Discussing the day's bag on Lord Rotherwick's estate at Lanfine, near Newmilns, are, from left, the Hon. H. R. Cayzer; Sir Harold Bibby and the Hon. M. A. R. Cayzer.

ON THE EARL OF SWINTON'S COLSTERDALE MOORS IN YORKSHIRE: The host leads his party which includes Mr. R. A. Butler (on left), Home Secretary, and Mr. Lewis Douglas (second from right), the former United States Ambassador to Britain. Their bag for the day was 190½ brace, which included old and young birds.

"GLORIOUS TWELFTH" ON THE MOORS

On the First Day of the Season's Grouse Shooting, Parties Go Out in Yorkshire and Scotland

THE SEASON OPENS IN PERTHSHIRE: *Left*—A pause in the day's sport on Mr. F. W. Cox's shoot at Glenquaich. *Right*—In Mr. T. M. Burrell's party at Lochan, near Amulree, are, from left—Sir Nigel Mordaunt; Major F. Douglas; Major G. W. Finlay; Mrs. Finlay; Mrs. Holt; Sir James Hutchinson; Major Jardine Paterson and Commander H. Grenfell. The party had a bag of eighty brace. Grouse were soon being sent south by plane to other parts of Scotland and to London.

British Aircraft After the Defence Cuts

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

THERE is nothing unusual about a crisis in the British aircraft industry, and indeed the manufacturers might hardly feel at home at Farnborough each year without one; but this year it would be fair to say that there is rather more crisis than usual. It is one thing to become accustomed, over the years, to hectic swings of fortune and reputation—either with one's products being lauded to the skies or with "grave public doubts being entertained" about one's capacity to produce anything at all (both, occasionally, at the same time). It is quite another to hear from one's main customer that within a very short period he proposes to give up using the principal products that one is equipped to make.

It is hardly an exaggeration to say that was what the new defence policy in Mr. Sandys' White Paper did to the aircraft industry this Spring. Virtually to abandon further development of new manned aircraft, and sharply to reduce orders for most now in production, removed at one stroke the main *raison d'être* that had kept the aircraft industry (just) alive between the two world wars, that has built up a massive research and development organisation, and that provided the sound base of military orders upon which companies could develop their wares for the growing, but only recently generally profitable, airlines of the world.

Certainly the guided missile, successor to the manned combat aircraft, had already begun to be developed, and built, in part by this same aircraft industry. But in missile production the industry's role may be less dominant, and the turnover that such business offers an aircraft maker markedly smaller. Paradoxically, the new defence policy has strengthened the interest of certain companies in defence work. Those getting contracts for missile production include one or two that had recently not been doing much on defence, such as Bristol; and companies building the "last" manned aircraft, such as English Electric's P.1 fighter, are assured of a possibly longer life than they would otherwise have expected for the successive "marks" of these aeroplanes. But on balance, the effect is clear. To a far greater extent than before, the British aircraft industry must sell its wares on the commercial market.

THE FIRST BRITANNIA FOR EXPORT NEARS COMPLETION IN THE WORKS OF THE BRISTOL AIRCRAFT COMPANY: One of the three Bristol Type 313 Britannia airliners on order for El Al Israel Airlines is seen in the factory at Filton. Behind it is G-OAVB, which flew on July 5 last and is the second of the eighteen Type 312 Britannias ordered by B.O.A.C. Both the aircraft in this picture are due to start on the North Atlantic route later this year. As a result of Britain's new defence policy of guided missiles to take the place of manned aircraft, Bristol, in common with other British aircraft companies, is concentrating more than ever on the commercial market.

Parts of it are preparing to sell a good few other things as well as aircraft. The Hawker Siddeley group, for example, probably the largest combine in the industry, happened at the time of the defence switch to be concerned mainly with military aircraft, and those not the ones continuing to be produced in large quantities, though it has certain guided missile development in hand for the Navy. Nor had the group any major civil aircraft in production (though one of its companies was developing a medium sized airliner).

Its reaction was characteristically rapid and venturesome—a sally into new fields of manufacture. Hawker-Siddeley began by acquiring the Brush electrical manufacturing group; then it bought a large interest in the Algoma Steel Corporation of Canada. It followed by forming a new nuclear engineering group with John Brown, the great shipbuilding and heavy engineering firm; and its latest venture is a bid of some £40,000,000 for control of a second major Canadian steel producer, the Dominion Iron and Steel Company, made through its A. V. Roe (Canada) subsidiary, which is already well established in making aircraft on the other side of the Atlantic. The moves do not weaken Hawker-Siddeley's interest in British aircraft and aero-engines; but they have broadened its base into other "science-based" industries and in Canada—all of which it may consider as growing rather more steadily than the aircraft industry.

Other major British aircraft companies were more conveniently placed to concentrate upon civil aircraft. Vickers was already doing so. It had achieved the industry's greatest post-war commercial success with the Viscount, which has proved the worth of the propeller-turbine and the prowess of British engineering on many airlines throughout the world; its bigger Vanguard is on the way; and early this summer B.O.A.C. signed a contract for a long-range pure jet aircraft that the company is developing for Transatlantic airline operators. Bristol is now bringing the Britannia forward for commercial service) it, too, may be in the race for jet airliner development against the Americans. Transport Command is already flying de Havilland Comets regularly to Australia; the Hatfield company is seeking to re-establish this beautiful aircraft after the disasters encountered because of metallurgical hazards which at that time designers hardly even knew were on the cards.

Handley Page, which remains partly ensconced in the military sphere with its Victor bomber, has already developed the short-range Herald for the lucrative potential market offered by the process of replacing Douglas D.C.3 aircraft on the many airlines which need something equally cheap, reliable, and economical to operate (though in this particular market there is a lot of competition). It is also attempting to do what hardly any aircraft manufacturer has done successfully in recent times: to develop a successful civil airliner from its highly-advanced bombing aircraft.

That venture touches on a question of great significance for this industry in transition. Can the recent rate of technical advance be maintained without the impetus of military aircraft development? Up to now, it is fair to say that since the war the Government has provided the vast majority of the finance for scientific and technical advancement in this industry in Britain (and abroad, for that matter). There may be arguments about exactly how well this has been done; there is not really much argument about the fact that there was no other way it could have been done. All the profits that have been earned out of airline travel so far in history could never have paid for the development of aeronautical science to produce aircraft of the performance that the world has to-day; yet without such aircraft, airlines would never have developed traffic of the magnitude they handle now.

Development of civil aircraft is still getting direct or indirect Government assistance in most major producing countries to-day (Britain has tended to do it direct, while the United States usually places initial orders for its most advanced airliners as "military transports"); this will probably continue for some time. But the size of the civil market for new aircraft is growing very substantially; a massive process of re-equipping the world's airlines with new airliners is in process.

The issue is exercising many leaders of the industry: the direction in which British civil aircraft development should be carried on, and the extent to which it needs the backing of military aircraft development, has recently been the subject of challenging arguments from Sir Roy Fedden.

The big British aircraft groups are sinking more and more of their own capital into the development of "private venture" aircraft and aero-engines (one should not forget that the industry's most successful exporter is probably still Rolls-Royce, whose engines power many foreign airframes as well as British). And every one of these ventures that succeeds commercially whittles down the need for assistance. There is a good deal of strong, and healthy, debate in this industry about the direction in which it is likely to make the most progress, now that its preoccupation with defence is being so much reduced. But there is also general confidence that it will achieve that progress.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

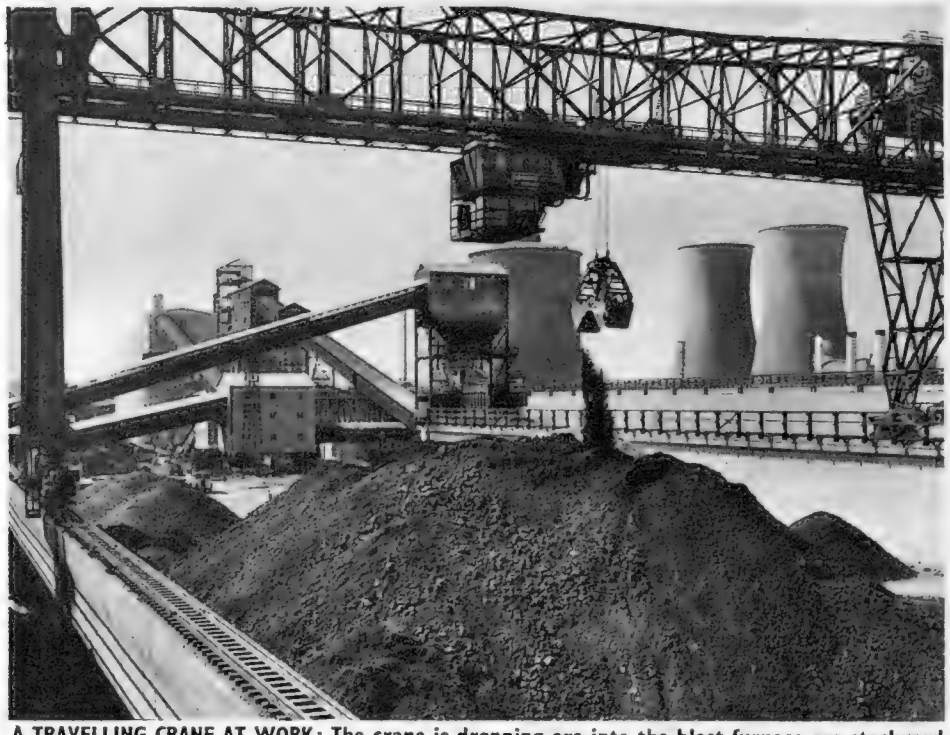
A NEW SCOTTISH INTEGRATED IRON AND STEEL WORKS : The Ravenscraig Works were recently opened by Colvilles at Motherwell, near Glasgow. In the left background of the picture is the blast furnace. The square flanged chimney in the centre is the coke-pointing tower and the two large chimneys with concave walls on the right are cooling towers. The construction of these works, at a cost of £22,500,000, has taken over two years to complete but has been finished on schedule.

BRITISH STEEL EXPANSION

A welcome development for British industry is the opening by Colvilles Ltd., of an entirely new integrated iron and steel works at Motherwell, near Glasgow. These Ravenscraig Works, the construction of which was begun in November 1954, will have an estimated capacity of 400,000 tons annually and it is stated that there is room for further expansion. The works, which cost £22,500,000, are the nucleus of new development being undertaken by Colvilles at a cost of £32,000,000. Ravenscraig is one of the few new steel works to be built on a "green field" site since the war, either in Great Britain or in other steel-producing countries of the world. It has generally been found more profitable to expand production by the extension of existing works rather than by building afresh. At Ravenscraig 3,000,000 cub. yards of earth had to be moved to level the site where there are now a blast furnace and three open-hearth furnaces. Complete foundations for the second blast furnace and for a fourth open-hearth steel furnace have been laid and the ground is being prepared for a third blast furnace and up to four more steel furnaces. However, at the moment the plant will produce only crude steel. Later it is possible that rolling mills will be laid down. From the new ore-unloading terminal at Glasgow 1,000 tons of ore an hour can be fed into Ravenscraig, where enough may be stored for six weeks' consumption. It is estimated that when the plant is in full production about 12,000 tons of ore will pass through the blast furnace each week.

The construction of this plant was chiefly carried out by Colvilles themselves, with assistance from Ashmore Benson Pease, who are specialists in blast furnace building. The construction was completed a little ahead of schedule. When the works were planned in 1954 the estimated cost was £17,000,000, and although it has, in fact, cost £5,000,000 more than that, about £2,000,000 represents items added during the building period. The Scottish company intends to allow for continued inflation, at the rate of 7 per cent. a year, of plant prices in the second stage of Ravenscraig's developments.

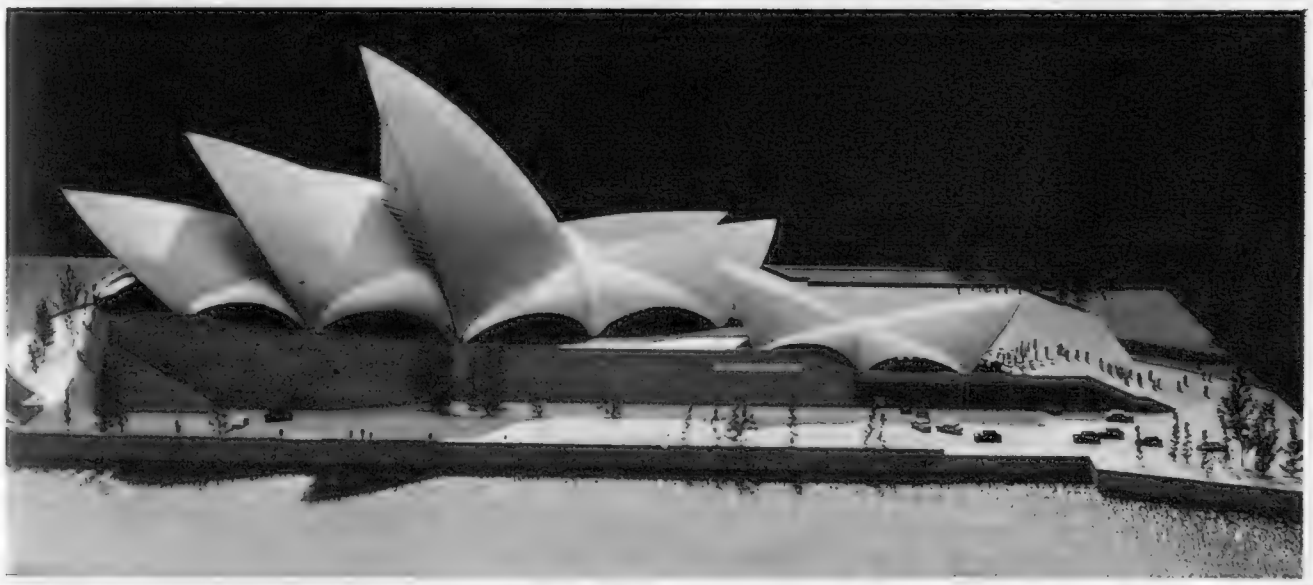
About 30 per cent. of Colville's output reaches the Clyde shipyards, but the demand for special structural steel for nuclear and chemical engineering works is growing. A considerable number of American subsidiary companies is settling in the Clyde Valley and these have large requirements for steel.



A TRAVELLING CRANE AT WORK: The crane is dropping ore into the blast furnace ore stockyard of the newly-built Ravenscraig Works. The estimated annual capacity for the works will be 400,000 ingot tons of steel, 12,000 tons of ore passing through the blast furnace each week.

A NEW-STYLE BLAST FURNACE: The chimney and its accompanying tubular structure dwarfs human figures in this blast furnace which began work at the beginning of the month. The construction of the new steel works started in 1954.

PREPARING FOR THE 1960 OLYMPIC GAMES: Building operations begin on the Torino Stadium, in Rome, to enlarge it for the 1960 Olympic Games. The present stadium, which was built in the early 1930's, has hitherto been the biggest modern stadium in Rome and has a capacity for 35,000 spectators. The enlargement will enable it to hold another 20,000 people. During the Games, the stadium will probably be chiefly used for preliminary rounds of football and other ball games.



BUILDING TRENDS

Latest Development in Several Countries

On left—

A NEW-STYLE OPERA HOUSE IN AUSTRALIA: In the Town Hall in Sydney, Australia, this model of the design for the proposed new Opera House in the capital of New South Wales has aroused great public interest. The roof gives the appearance of enormous leaves folding into each other and covering the building. The model is the work of the Danish architect, Joern Utzon, and his Swedish colleague, Erik Andersson, and was chosen from entries in a competition for the design in which architects from many countries participated.

CHINESE COMMUNISTS INHERIT A VILLA IN CAPRI: The home of the Italian writer Curzio Malaparte, who died recently, has been left under his will to students from Communist China. The building stands on a headland in Capri. Malaparte, who was a Communist sympathiser, visited China last year. As Italy has not diplomatically recognised Red China, it is believed that no Communist Chinese are studying in Italy at present.

REBUILDING A FAMOUS BERLIN MEETING HALL: This view of the Deutschland Halle, taken from the top of the Berlin radio tower, shows work in progress on the new building which is rising in West Berlin. The old Deutschland Halle was destroyed during the war. The new Halle will have a main auditorium capable of holding 16,000 people, and the work is expected to be finished by the beginning of next month.

The World of Books

COMMONWEALTH JOURNEYS

A Woman Traveller Surveys Australia; A Young Man Works his Passage Through Canada; Wars and Sabotage; Miss Compton-Burnett's New Novel

THE English female traveller, young or old, real or fictional, is a part of the English tradition in which every voyaging lady from Hester Stanhope to Miss Rose Macaulay's heroines is accepted, if not as a commonplace, at least as a familiar part of our heritage. There are, however, ladies from other lands who have attacks of *wanderlust* and do something about it. Among these is Nina Pulliam, whose lifelong ambition it had been to visit Australia and who arrived there from her native America to make a comprehensive and, I should have thought, exhausting survey of it. She "covered" the big cities and the small ones, she travelled across the continent from east to west and back again, she climbed mountains and explored the parched desert, she talked and she listened and, it is very evident from her book, she enjoyed herself. I TRAVELLED A LONELY LAND (Robert Hale. 21s.) is exuberant, endlessly informative, cheerily vigorous and a very good introduction to that extraordinary country. If the book suffers from over-writing ("Australia's spring doffed her cap to me as I alighted" is a fair example), it is redeemed by great vitality and, all in all, Nina Pulliam seems to have been just the right kind of traveller for this stupendous trip.

BEYOND THE GREAT SLAVE LAKE (Cassell. 16s.) is the story of a very young man's adventure and reading it is a cure that would be equally effective for complacence or a bad case of the blues. Mr. Tom Lodge, a grandson of Sir Oliver Lodge, set out from England for Canada on his eighteenth birthday. His assets were £16 pinned into his shirt, and a reasonable supply of healthy self-confidence. Two years later he was back in England having gained as many pounds in weight and with a comfortable little fortune of a thousand pounds sterling. In the meantime he had hitch-hiked 2,000 miles across Canada, worked as a cowboy near the Rocky Mountains, survived a winter ice-fishing on an inland sea and worked as a labourer on a building gang. He had also sold used cars, sung on the radio and, in his own words, "can make two or three kinds of liquor, play the guitar, shoot, fish, cut basin holes even if the ice is real thick, and work a jigger." He can also, as this book proves, tell the story of these two years with extreme candour and a good deal of humour.

The next three books are concerned with wars, rumours of wars and with some of the less publicised aspects of violence which may even happen in an uneasy peacetime. BY SEA AND BY STEALTH (Peter Davies. 15s.) is by an American naval officer, Commander Burke Wilkinson, whose entire war work was in the field of defence against sneak attacks, and who is writing here of some surprise attacks by sea during the last war. He describes, for instance, the attack on the *Tirpitz* as she was lying in the inmost recesses of a Norwegian fjord; the U-boat mystery of Scapa Flow and the sinking of the *Queen Elizabeth* and *Valiant*, amongst other exploits on both sides. From 1943 to 1945 Commander Wilkinson did liaison work with our Admiralty and took part in the Normandy landings. He has an appreciation of British ingenuity and courage and one of the highlights of his book is the chapter on "Operation Frankton" which took place in early 1942 and was a canoe raid on shipping in Bordeaux Harbour. It resulted in the sinking of six enemy ships and the loss of all but two of the raiding party.

SABOTAGE IS SUSPECTED (Evans. 16s.) is a self-explanatory title and the book has been written by Mr. John Baker White, who could scarcely be a greater expert on the subject, from the law-abiding side of the matter. For nearly thirty years Mr. White has worked on the probing, the uncovering and the exposure of proved sabotage, as well as on its prevention. He regards it as occasionally the most rewarding form of crime detection in the world and also demonstrates that it can be frustrating and unsatisfactory. Mr. White writes about the burning of the French liner *L'Atlantique* on her maiden voyage, about the crash of an Indian air liner and the explosion of nine ammunition barges in Portsmouth Harbour. He also touches, in an extremely interesting chapter, on the exact methods used to fire the Reichstag. To give an idea of the matter-of-fact calm of Mr. White's style, here is the opening sentence of his book. "If I wanted to sabotage a ship in harbour," he writes reflectively, "I would make my attack between nine and ten o'clock at night."

SECRETS OF SUEZ (Sidgwick & Jackson. 12s. 6d.) is Mr. James Cameron's translation of the highly controversial book published in France earlier this year and announced as the revelations of the journalist brothers, MM. Merry and Serge Bromberger. In this brief volume of fact and surmise the reader can follow the carefully-tabulated progress and checkmate of the Suez crisis or read details of Sir Anthony Eden's physical condition, but this is not the definitive work on this historical drama.

A PRODIGY ARRIVES IN BRITAIN FROM AUSTRALIA: Six-year-old John Knee prepares to disembark from the liner *Orsova* at Tilbury. He had arrived with his parents, Mr. and Mrs. Reginald Knee. The family has lived for two years in Australia. Young John is reported to be something of a prodigy. It is said that he has the mentality of a twelve-year-old. In psychology tests he is claimed to have given the number of seconds in a week, divided £2 by 480, translated up to 81 into Roman numerals and spelt words like ptarmigan, slaughter and pneumonia.

Mr. Eric Bentley is the dramatic critic of *The New Republic* and, to turn to less cosmic matters, he has written a book of essays, a few of which are comments on two Broadway seasons but most of which consist in an attempt to answer the question of his title, WHAT IS THEATRE? (Dobson. 25s.). To anyone whose interest in the theatre is active enough to embrace both the American and the English stages, this is a fascinating book, technical, practised in expression and with a light enough touch to appeal to the very many people who regard the dramatic art as being one of entertainment pure and simple. I particularly enjoyed a notice of the N.Y. City Center's drama season which, in Mr. Bentley's opinion, had been decidedly pleasant. "True," he adds, "it opened with *What Every Woman Knows*, but none of us is perfect. . . ."

COOKING WITH THE CHINESE FLAVOUR (Heinemann. 15s.) contains more than 150 recipes from the family of Mr. Lin Yutang and it has been collected and sensibly edited by his wife and his daughter, Lin Tsuifeng and Lin Hsiangju. From the practical point of view—and where better could a cookery book start—this is an admirable assembly simply because no dish mentioned here has a very elaborate preparation and all the ingredients are easily obtainable in such capitals as London, Paris, New York and the enchanting city of San Francisco. Of course, if one tried to prepare squid in tomato sauce with all the amenities offered by a kitchen three miles off the bus route to Stroud, one might have to think again. Abalone isn't all that easy to procure in Brenchley, either. But taken as agreeable reading or as a city dweller's *vade mecum* this book has its value.

There is nothing to be done, in the way of recommendation, about the novels of Miss I. Compton-Burnett, partly because it would be as unsafe as to recommend chili peppers or soya sauce and partly because everyone who comes to a real enjoyment of these unique novels arrives there through their own immensely varied tastes. The newest one is A FATHER AND HIS FATE (Gollancz. 13s. 6d.) and it is no more and no less describable than its predecessors. As ever, the action and every manifestation of the plot is contained in the dialogue, which furnishes at least nine-tenths of the book's content. It can be witty, it can be astringent; it is always intelligent and its physical circumstances are always as remote as the late nineteenth-century country house life that appears to swaddle each character. "'I always say there is something fine running through Aunt Eliza,' said Constance. 'I am glad I do not hear you,' said Malcolm." That is the kind of thing and it is as inexplicable as any humour or anyone's reaction to it.

In another world and almost in another dimension is Mr. Howard Swiggett's novel, THE PRICE TO PAY (Hodder and Stoughton. 16s.), which is at the same time wonderfully readable and quite, quite strange because it is the product of such a different civilisation. The principal character, who is also very definitely the author's hero, is a clever, perceptive, worldly, honest and loyal fellow and as if that weren't enough for one character to bear, he is a good friend, an ideal husband and father, and very kind to the servants, too. The really odd thing is that the reader should find him tolerable—even likable, but so it is. This is a natural writer's excursion into very big business, as a background, and into the incidents of a happy marriage, as a foreground. The result just misses being slick but is certainly smooth.

Vernon Fane

AMERICA'S OPEN SPACES

A Naturalist's 20,000-Mile Journey in U.S.A.

Some 20,000 miles through the United States and scarcely a mention of a large town. Such is the achievement of Edwin Way Teale in AUTUMN JOURNEY (Eyre and Spottiswoode. 25s.). Primarily it is intended as a complement to his *North With the Spring*. The author is a naturalist and in his new book he again has a season of the year as the theme of his journey, starting from the Atlantic coast and taking a random course through the northern states to the shores of the Pacific. From there he turns south and follows the coast right down to California. Through his expert eyes we see the changing season—the birds migrating, the signs in insect and plant life and in the cloud formations. It would be hard to name any aspect which escapes Mr. Teale, who has an artist's as well as a scientist's approach. But above all is the sense of the grandeur and wildness still to be found in the vast expanses of the United States. It is not by any means an over-built country in which urban is the only culture. *Autumn Journey* is pre-eminently a volume to be read at leisure, for there is something worth pondering on every page.

Another highly-observant traveller, but with less range in distance, is Roger Pilkington. It might be thought that there is little new to record about Belgium. But most of us travel that country by road or rail. Mr. Pilkington discovered Belgium in his yacht—not a pioneer craft, the author hastens to tell us, but a converted Admiral's barge, the *Commodore*, a comfortable, family boat. SMALL BOAT THROUGH BELGIUM (Macmillan. 21s.) is the story of a voyage through the innumerable waterways of Flanders, and through many hundreds of miles it is informative, discursive and entertaining. David Knight's drawings add to the pleasure of the reader.

Big-game hunters are travellers with a specific purpose. Their main concern must be watching for quarry and little time can be spared for attention to scenery or other distractions. HUNTER'S TRACKS (Hamish Hamilton. 18s.) is by the aptly named J. A. Hunter with the assistance of Alan Wykes. The scene is East Africa and the author's main concern the tracking of natives engaged in the illegal killing of game by poisoned arrows. This gives the book its continuity, but before the search is finished there is an abundance of adventures, with beasts and birds of prey, elephants, rhinos, hippos and snakes, in which few would care to participate actively but very many will enjoy in the security of an armchair.

It has been said that modern travel began with Jules Verne. So, in a sense, does the modern age. One of the astonishments for the middle-aged in the mid-twentieth century is that those thrilling adventures of imagination in which one was led in childhood by Verne (his only rival was Wells) have now become commonplace reality. Even the younger generation weaned, as it were, on science fiction, must still regard him as the Master of that now very popular craft. All Verne is good and the choice of best is a matter of individual taste. A poll might easily award the palm to TWENTY THOUSAND LEAGUES UNDER THE SEA. Apart from the submarine excitements

THE TAXIS OF THE MARNE

Les Taxis de la Marne proved a best-seller in Paris last year. It was a terrible indictment by an angry young man, expert in words that sting and blister, of the men of Vichy and of those statesmen and generals who, by their neglect, left France naked and defenceless before her enemies in 1939. The translation by Harold King entitled THE TAXIS OF THE MARNE (Secker and Warburg. 16s.) is extraordinarily good, but still, I think inevitably, dilutes by a little the finest flavours of fury, bitterness and sarcasm. In form it is a curious *mélange* of past glory and present degradation and offers slight hope that another miracle of the Marne can bring renaissance to Europe's natural leader, still sunk in apathy, still a stranger to national virtues, powerless under the drug of frivolity. His argument? With Pétain, France the leader, of glorious memories, fell into the pit and the gutter, carrying down the achievements of six centuries, and her younger sons and lovers are doomed to mediocrity all their days. France's language and culture, including those national virtues of courage, idealism and faith, lie dormant and debased. For those of her sons who still love her, France is the language they speak, and it is debased. And what peace, if the national virtues sleep? It is a hard paradox of Vauvenargues which the angry author takes as his text. "Vice foments war; virtue fights."

If we in England lose a little of the fine fury and the niceties of language in a translation, we are offered a lesson and a reminder. We escaped at Dunkirk, we were beaten in the Western desert, we were at the mercy of the Luftwaffe. True, but when the hour struck, we found a leader, and he was not a Pétain.

HARRIET MARTINEAU

This is certainly a definitive biography of Harriet Martineau, for the archives have yielded their last secrets, with her voluminous private correspondence, of which Vera Wheatley has made good use in a lucid and balanced estimate HARRIET MARTINEAU (Secker and Warburg. 35s.). It corrects misrepresentations and prejudice which surrounded her in her lifetime and have continued for a century. During this time the work which made her a lion and a portent in her day has become outmoded, forgotten or ridiculous, and she is perhaps best remembered now as the author of *Feats on the Fjord*. Like Byron, in early youth, she awoke one day to find herself famous.

Her genius, if she had it, was an infinite capacity for taking pains. Her health was poor, her home life unhappy, she was penniless and very deaf. But she had an *idea* and the determination to batter her way with it across the barriers of reluctant publishers, pulsing political events, lack of means and influence: her notion of teaching political economy in the form of fiction took the town by storm. In no time, Cabinet Ministers besieged her to explain and popularise their own pet theories—Brougham among the first; and half the great Victorians in literature and the sciences became her friends. Her very success brought her enemies inevitably. She lacked charm, she lacked tact. Her incredible will-power, her iron conviction made her brusque and uncompromising. She suffered ridicule and misrepresentation but she carried her idea to its conclusion triumphantly. In Vera Wheatley's book Harriet Martineau is revealed as very human and warm-hearted and sympathetic with the young. You will not find her ranked with Charlotte Brontë and Mrs. Gaskell and George Eliot, but you may judge that she was in her own line as great and as remarkable a woman of the pen as any of them. It was imagination which she lacked.

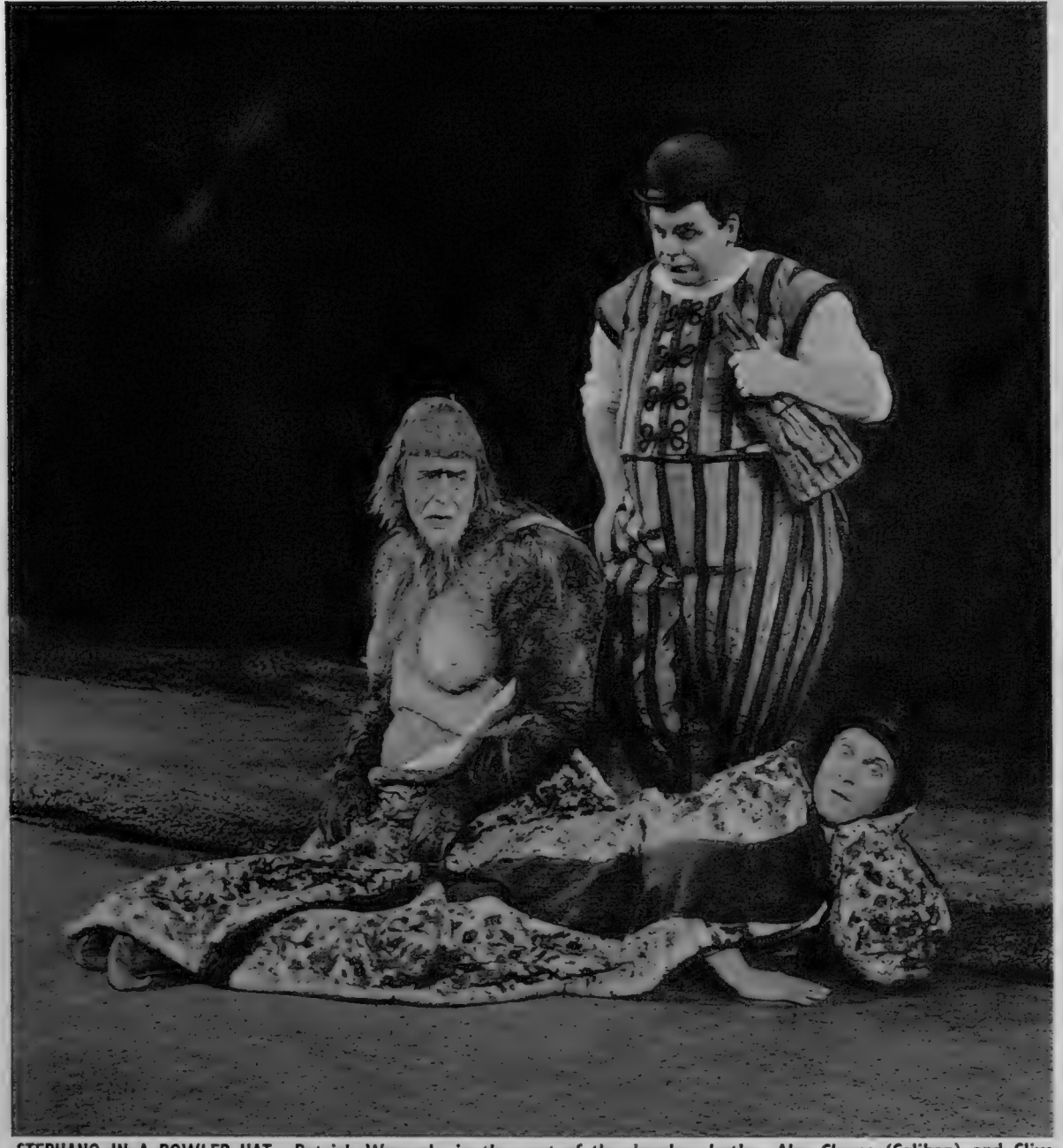
John Gore

of Arronax and his companions in the cigar-shaped, electricity-driven *Nautilus*, the sinister Captain Nemo is a superb creation, ranking with the sea-faring characters of Herman Melville. Incidentally, even our modern American atom-driven *Nautilus* cannot boast the magnificent fittings of Captain Nemo's vessel. The new edition of *Twenty Thousand Leagues Under the Sea* is published at 7s. 6d. by the Heirloom Library, ostensibly for boys and girls. But one wonders what the age group of the bulk of the readers will be.

Finally for two books of a more limited appeal. THE ARTIST IN WALES (Harrap. 16s.) is by David Bell, the Curator of the Glynn Vivian Art Gallery in Swansea. His thesis is that the visual arts have been neglected in Wales as compared with literature and poetry. But, as he points out, in the past there have been important schools of Welsh pottery, printing and other arts and crafts. Often the Welsh landscape has inspired the non-Welsh artists and there is to-day a growing group of Welsh painters, not to mention Augustus John, perhaps the greatest son of Wales in any branch of the arts.

There are probably far more people than are suspected who enjoy chess. Anyone who knows only the most rudimentary moves will be fascinated by Irving Chernev's THE 1,000 BEST SHORT GAMES OF CHESS (Hodder and Stoughton. 25s.). With explanatory notes, here are laid out the quickest wins by masters, games won by prodigies, games won by moving pawns only, championship boards of the sixteenth and seventeenth centuries and much else besides. Some games were played by celebrities. They include victories by Napoleon, Tolstoy and Bonar Law.

"THE TEMPEST" AT THE STRATFORD THEATRE



STEPHANO IN A BOWLER HAT: Patrick Wymark, in the part of the drunken butler, Alec Clunes (Caliban) and Clive Revill (Trinculo—lying down) are in *The Tempest* at Stratford-upon-Avon. The production, which opened at the Shakespeare Memorial Theatre last week, is the last of the five plays to be presented in this season.

The Tempest has been given various interpretations by scholars but no one has ever been able to provide a satisfactory explanation for Shakespeare's last play. Probably because of this it is always regarded as a challenge by the theatrical profession. Some see Caliban as the central character, others Ariel, yet others Prospero. The current Stratford production belongs to the last category for the simple reason that Sir John Gielgud plays Prospero. It is the third time in a quarter of a century that Sir John has essayed the rightful Duke of Milan. His latest interpretation is undoubtedly his most memorable. There is a maturity about it which could only come from an actor of long experience and profound sensibility. Sir John is a Prospero at once loving and hard, a conflict of emotions which may well be a reflection of Shakespeare himself in his latter days.

Mr. Peter Brook, the producer, also makes a considerable contribution to an original aspect of *The Tempest*. Usually the Masque is neglected as unimportant. In fact sometimes it is cut out altogether. However, Mr. Brook gives it a place of great importance, emphasising the contrast which Shakespeare must have intended between the barren island (also stressed in Mr. Brook's décor) and the bounteous and fertile Goddesses conjured by Prospero.

> "... We are such stuff
> As dreams are made of, and our little life
> Is rounded with a sleep——"

If this be Shakespeare's self-composed epitaph, then Mr. Brook and Sir John Gielgud between them make sense of it.

It is, perhaps, inevitable that the interpretations of the other characters are less satisfactory. Alec Clunes' Caliban is very competent, as is to be expected, but he emphasises the monstrous, and overlooks the pathetic in Sycorax' son.

Stephano in a bowler hat, and Trinculo are a couple of knockabout comedians. Patrick Wymark plays the farmer and Clive Revill is the latter. Richard John makes the most of Ferdinand, but Doreen Aris is not so happy as Miranda.

"WHAT IS YOUR NAME?": Ferdinand (played by Richard John) asks the identity of Miranda (Doreen Aris). The settings and decor of this production make the Island dank and barren, although unusual prominence is given to the Masque of Bounty and Fertility.

"IF THOU MURMUR'ST I WILL REND AN OAK": Prospero (Sir John Gielgud) threatens Ariel (Brian Bedford). Sir John's interpretation is a memorable performance.

MOTOR SHOW SEASON IS APPROACHING

Looking Ahead to the International Exhibitions of September and October; and News and Events in the Motoring World

By "THE SPHERE" MOTORING CORRESPONDENT

WITH the summer holidays still in full spate, it is difficult to realise that the Motor Show season is little more than three weeks away. And what a season it 's going to be this year! Four international exhibitions will be opening in four different countries inside six weeks. The sales managers and other executives of British car firms are in for a busy time.

First we have the Frankfurt Show, starting on September 18. Then, at intervals of only two weeks, there will be Paris (opening on October 3), London (October 16) and Turin (October 30). The German show is likely to be notable chiefly for the economy cars, including the long-heralded N.S.U., built by the famous German motorcycle firm.

What about our own London show at Earls Court? Rumours of possible new models have so far been few and far between. And it is pure guesswork when I say that the members of the Big Six most likely to announce exciting new cars would seem to be Rootes, Austin, Nuffield and Standard. All in all, it doesn't seem likely to be a vintage show, with outstanding technical innovations or surprising styling changes. The vogue of the station wagon may receive further impetus and wider use may be made of automatic gear-boxes and disc brakes, but beyond that it 's anybody's guess. There has so far been no hint of the possible use on British cars of air suspension, with which progress is being made in the United States.

If your surname begins with any letter between A and F inclusive, and your driving licence does not fall due for renewal next week, you will be among the first British motorists to be issued with the new three-year licences at 15s. a time. You will get one next time you renew your licence after next Saturday.

JUAN FANGIO TRIUMPHS AT NURBURGRING: In this picture of the German Grand Prix the cars from the front are Ferrari (Mike Hawthorn, Great Britain), Ferrari (Peter Collins, Great Britain), Maserati (Juan Fangio, Argentina), Maserati (Jean Behra, France), Vanwall (Stirling Moss, Great Britain), Ferrari (Luigi Musso, Italy), Maserati (Harry Schell, U.S.A.), and, on the far left, car No. 12 is a Vanwall (Stuart Lewis-Evans, Great Britain).

A MERCEDES-BENZ WITH AN INCREASED WINDOW-SURFACE AREA: This is the new version of the 300 Automatic saloon which will be on view at the Frankfurt Show next month. Its new fittings and devices include a longer wheelbase, and an automatic gear-box.

This is how the change will affect the rest of Britain's 8,000,000 licence-holders: the G to N group will get three-year licences after September 1, 1958; O to Z, after September 1, 1959. The Transport Ministry's idea is to cut down on clerical work and so save money. That being the case, say the motoring organisations, the Ministry should not charge 15s. They have asked for a reduction of at least five shillings. I can see their point, but I should imagine there is no earthly chance of the Ministry being so human.

We say good-bye this month to a very famous French car—the front-wheel-drive Citroen which first appeared as long ago as March 1934. The Paris firm have announced that production of this model, in both its Light Fifteen and 6-cylinder forms, has definitely ceased. From now on they will build only the DS 19, their futuristic-looking, all-hydraulic model with disc brakes and air suspension; the ID 19, a cheaper and less elaborate version of the same car; and the "ugly duckling" 2 c.v. Citroen, one of the most successful of all economy cars in spite of its odd appearance.

The older "*traction avant*" Citroens will be seen around for years to come, even if they have stopped building them. All the same, there is sadness in the news. For, as the Paris correspondent of *The Times* aptly put it, the Citroen became as much a part of French life as a glass of Pernod or a ticket in the State lottery.

There is news, too, of a well-known German car: the Volkswagen. Speculation has increased, lately, as to when the car will be given completely new styling. The basic form of this beetle-shaped car has remained unchanged for several years, but Doctor Heinz Nordhoff, the V.W. chief, does not seem to think the time to change it has arrived yet.

This is clear from his recent announcement of certain small changes to the existing model. The windscreen and rear window have been enlarged, a new dashboard layout includes a bigger glove-box and the provision of an ashtray, a better accelerator pedal is fitted, the footbrake mechanism has been improved on most models and a new range of colours is announced. Prices are unchanged.

It was with a certain amount of misgiving that I recently took a Hillman Husky on a long Continental trip which involved some fast motoring, some of it over tricky mountain roads. I needn't have worried. The Husky acquitted itself splendidly. In fact, the only anxious moment was when my seat partially collapsed. A welded strut had given way, and I 'm not all that heavy!

The Husky is a car that needs a bit of winding up, yet it is capable of surprisingly fast cruising speeds, and is quite happy to bowl along at 60 m.p.h. without any protest from the 4-cylinder, 1,265 c.c side-valve engine. In fact, being in a bit of a hurry, I averaged close on 70 m.p.h. along the whole length of that magnificent 65-mile motor road from Brussels to Ostend.

Not bad, considering the Husky is, at £646 7s., Britain's cheapest estate car. (Next in order of price come the Ford Escort, Austin A35 Countryman, Ford Squire and Morris Minor Traveller.) The Husky is comfortably sprung for normal use and the bucket-type front seats cut fatigue to a minimum. Even with the back seat in use there is quite a bit of stowage space at the rear of the car. With the back seat folded forward the Husky comes into its own as a formidable load-carrier. I like the design of the back door, which hinges at the side and has a lock operated by a lever inside the car.

Juan Fangio, forty-six-year-old racing driver from Argentina, virtually made certain of winning the world championship for the fifth time—and the fourth in succession—when he triumphed in the German Grand Prix on the fantastic, 14-mile Nurburgring, a course of 175 corners. Fangio was driving a Maserati, which made a change from the traditional Ferrari monopoly of success in the German Grand Prix.

Fangio drove one of his greatest races. After leading for many laps he dropped back to third place in making a prearranged pit stop to have his back wheels changed. In front of him, when he set off again, were two British drivers, Mike Hawthorn and Peter Collins, in Ferraris. It looked as if he could not possibly catch them as long as they kept going. But catch them he did, in spite of the British boys' best efforts, and in doing so he displayed a virtuosity which was a sheer delight. Hawthorn finished second and Collins third.

The British Vanwalls, which finished fifth and ninth, did not have much of a chance. It was their first visit to the Nurburgring and, as Mr. Tony Vandervell expected, the Eifel Mountains circuit built by Hitler to ease unemployment was a very different proposition from the smoother, straighter, faster tracks at Rheims, Aintree, Rouen and Spa. The Vanwalls' suspension was found to be unsuited to the circuit and incapable of quick modification. The result was that the Ferraris and Maseratis, with long experience of the Nurburgring course behind them, were much faster through the corners.

There should be a boost for sales of the plush Austin Princess saloon and limousine models in a new marketing arrangement under which the car is now being handled by the Nuffield side of the British Motor Corporation as well as by Austin dealers. The Princess IV was introduced at the last London Show. It has an automatic gear-box, power-assisted steering, vacuum-servo braking, coachwork by Vanden Plas and a twin-carburetter, 4-litre engine.

There were 168 fewer road deaths in Britain in the first half of this year than in the first six months of 1956. Yet the total was still enormous—2,280. You can only begin to realise the size of this social problem if you begin to count from 1 to 2,280. In comparison to this huge total an airliner crash or a train disaster is a mere bagatelle; yet Death on the Road seldom gets the same shock treatment in the newspapers as even an isolated air, railway or sea tragedy. I am glad to know that senior officials of the Ministry of Transport are visiting the U.S. soon to see if they can pick up any tips on accident prevention publicity.

Britain's own road safety propaganda is certainly badly in need of a shot in the arm. If only some clever advertising boy could find a way of making road accidents newsworthy he would be serving his country well. I personally think the most profitable line of propaganda is to try to SHOCK all classes of road users into a full realisation of the risks they run.

One way to cut road casualties, or, at any rate, to reduce their severity, is the wider use by motorists of safety belts. It is a safety aid which has been neglected too long. I notice that in the U.S. a special committee of the House of Representatives has been taking a look at this subject of seat belts. It has been given the job of finding out if they should be made compulsory. One witness, a Ford Motor Co. expert, said safety belts could cut deaths on U.S. roads from 40,000 a year to 19,000.

AN IMPROVED VERSION OF THE VOLKSWAGEN: Its windscreen and rear window have been enlarged, and inside there are improvements to the dashboard layout. A better accelerator pedal is also fitted. The price of the standard saloon is £653 17s. (including tax); the de luxe saloon is £758 17s.

H. G. W. KENDRICK'S AUSTIN A90 WESTMINSTER, winner of the 1956 British and French Mobilgas Economy Runs.

M.P.H. AND M.P.G.

Donald Campbell writes about the MOBILGAS ECONOMY RUN

AT EIGHT O'CLOCK next Friday morning, August 30th, about 40 cars will start off on the 1957 Mobilgas Economy Run. This will be a three-day event, starting at Ascot in Berkshire. The 950-mile route follows roughly the outline of a thick letter "Y", with its fork at Buxton and its northern extremities at Penrith in Cumberland and Castleton on the Yorkshire Moors, northwest of Scarborough.

Competitors spend two nights in Buxton after driving round the two arms of the "Y", and the Run ends where it began, at the Royal Ascot Hotel, at 2.15 on Sunday afternoon. Here Donald Campbell discusses this "rally with a difference" and draws some morals for the ordinary motorist.

"AS EVERYBODY KNOWS, I use Mobil oils and fuels for my attacks on the world water speed record, so naturally I take a rather special interest in the Mobilgas Economy Run. But the Run deserves the interest of every motorist, quite as much as any event in the motoring calendar.

The status of the Mobilgas Economy Run, and the integrity of its results, are beyond question. It is classified as an international event, organised by the Hants & Berks Motor Club under the official auspices of the R.A.C.

The object of the Mobilgas Economy Run is to show what a long way ordinary cars can go on every gallon of petrol—even at very fast touring speeds, if they are well driven, well maintained, and run on first-class petrol and oil.

It is worth emphasising that good driving, for the purpose of the Economy Run, is by no means slow driving.

In this year's Run, competitors will have to average 30 miles per hour over a very difficult route of nearly 1,000 miles. This average speed is the highest allowed by R.A.C. regulations for rallies in this country.

Freak driving methods are completely barred. Impartial observers travel in every car, to prevent coasting or any infringement of the Highway Code. This is done partly in the interests of safety, and partly to ensure that the results of the Run are not in any way freak results.

The promoters intend that the economy figures achieved by the winners should be a target which ordinary motorists can aim for during normal motoring—if they are prepared to take the same care that the winners take in driving and maintaining their cars.

The cars are cars like yours: the Mobilgas Economy Run Awards can only be won by absolutely standard production cars without modifications of any kind to their engines or chassis.

The natural advantage of the smaller car is offset because each car is judged on its "ton-mile" performance. This is simply the miles per gallon achieved multiplied by the laden weight of the car in tons of 2,000-lbs.

For instance, a car with a laden weight of 2 tons and an actual petrol mileage of 29.3 m.p.g. would be credited with 58.6 ton miles per gallon.

Economy Run drivers agree that the two main secrets of economy driving are, a gentle foot on the accelerator and the least possible use of the lower gears.

The advice makes sense: smaller throttle openings and fewer engine revolutions will obviously use less petrol. But to follow this advice needs skill and foresight—and incidentally, almost exactly the kinds of skill and foresight that contribute most to road safety.

Beside good driving, the condition of the car can contribute a great deal to petrol economy. This is not so much a question of special tuning, as one of keeping the engine well adjusted and the car as a whole correctly lubricated.

It is probable that the Economy Run winners do more adjusting and decarbonising than would be economic for the ordinary motorist—but many motorists could save themselves money—in terms of petrol savings—by more regular tuning and maintenance service from the garageman. And of course, good petrol is needed, too, to give maximum power and smooth running without knocking or transmission snatch, even when working under load at low speeds in top gear"

LAST STAGES IN THE INDEPENDENT SCRUTINY OF COMPETING CARS. Scrutineers check quantity of fuel, seal the tank, and ensure that there are no departures from manufacturer's standard specifications.

EXECUTIVE AIRCRAFT

AN AMERICAN "ALL-WEATHER" AIRCRAFT: The four-seater Beechcraft Bonanza is a light all-weather executive monoplane which has a top speed of 194 miles per hour. More than 4,500 Bonanzas have been built for private operation.

ANOTHER "FAVOURITE" WITH THE U.S. BUSINESSMAN: It is the Cessna Model 310, an all-metal monoplane, the prototype of which first flew in January, 1953. It is one of the fastest five-seater, twin-engined aircraft on the American market and it is produced at the rate of one per working day. Its maximum speed is over 220 m.p.h.

A WELL-LAID-OUT INSTRUMENT PANEL: The Piper Apache instrument panel is designed to give the pilot every facility when working under both instrument and visual flight conditions. The electronic equipment seen here is installed in the Custom and Super Custom versions of the Piper Corporation's twin-engined aircraft.

On left—
TRAVELLING IN COMFORT: The interior layout and decoration of the passenger lounge is one of the most important features of an executive aircraft. The telephone in the centre foreground connects directly to the pilot.

THE BRITISH AUSTER IS A POPULAR AIRCRAFT: This Auster light plane is owned by the Workington Iron and Steel Branch of the United Steel Companies Limited, and is used extensively for business purposes. It is one of the most versatile of the Auster Company's wide range of aircraft and can be used for numerous other duties besides passenger-carrying. It can be fitted with equipment for crop dusting and spraying and can also be used for cable-laying. The aerial of a two-channel radio, for use in cases of emergency, can be seen rising from the centre of the wing. *On right*— The dual controls can be seen in the cabin of an Auster Autocar, of which there are three versions. The cabin has been designed with a view to simplicity.

NO branch of aviation is growing with greater speed or promise than business flying. Hitherto this may not have been fully appreciated in Britain, where only a handful of companies have considered it worthwhile to put a private aeroplane at the disposal of their executives. Now, however, with our likely participation in the European Free Trade area following the formation of the European Common Market, it could be a matter of the first importance. A study of the success of business flying in America indicates its enormous possibilities. On the other side of the Atlantic business has taken to the air to such an extent that its aircraft outnumber the combined fleets of U.S. commercial airlines by about seventeen to one, and log 50 per cent. more flying hours than the scheduled airlines.

Translated into figures, more than 25,000 aeroplanes are used exclusively for business purposes in America, plus another 10,000 which are primarily pleasure aircraft but spend part of their life helping their owners to make a living. Together they fly some 5,000,000 hours each year.

This averages considerably less than 200 hours for each aeroplane and is interesting because many experts believe that a business aircraft is an economic proposition only if it puts in more than 250 hours' flying each year. They prove it statistically; but the U.S. businessman is probably more impressed by the fact that the time saved can be turned to good account on the golf course.

He is, of course, in a different position from his counterpart in Britain. Distances in his country are great enough to enable even a 100-m.p.h. light plane to show a time-saving compared with a 60-m.p.h. car—or even compared with a 300-m.p.h. airliner—because, of the 7,000 aerodromes at his disposal, only 700 are linked by regular airlines. In most cases these aerodromes are only a short distance from the centre of the town they serve; whereas in Britain, by the time the would-be air traveller has journeyed between city centre and airport at each end of a flight, it would probably have been quicker to go by road or rail.

It is important at this stage to consider what we mean by a business aircraft. To qualify, it must be privately owned and operated directly on behalf of its owner. This excludes air taxis and the tens of thousands of agricultural aircraft that perform crop-spraying and other duties under contract for farmers throughout the world.

In general, there are two main classes of business aircraft—those which are executive transports pure and simply, and those which are used also on work that benefits their owners commercially. For example, one distributor of tractors and agricultural machinery in this country uses his Auster Alpine light plane both to visit his more distant customers and to deliver urgently-needed spares for any farm implements that break down. In such cases, the expense of air delivery is small compared with the cost to a farmer of having his men idle because of a disabled machine during the busy harvest season.

Obviously, when aircraft can do two or more jobs in this way their economics are improved considerably. But they will always be far outnumbered by the straightforward executive transports, and it is to this market that the aircraft industry would do well to devote major efforts now that it is faced with a diminishing demand for military aircraft. To its credit, the British industry has already convinced many U.S. businessmen of the superiority of its medium-size executive aircraft: The total of eighty or so twin-engined de Havilland Doves and four or five four-turboprop Viscounts already sold in the States is significant when one realises that only 2,200 of the American business aircraft have more than one engine.

Back in 1946, when the boom in business flying began, the proportion was lower still. Executives, back from the war, had learned the value and possibilities of air transport. Many thousands had been trained free of charge as combat pilots, and decided to take advantage of their new skill by making their longer business trips in their own aircraft. Others hired a pilot.

Almost all chose simple, easy-to-fly, low-powered light planes of the high-wing monoplane type. These offered a range of around 450 miles at 100 m.p.h. for an outlay of under £1,000 and with a fuel consumption of up to 20 miles per gallon.

Seeking greater comfort, especially in less favourable weather, many of the flying businessmen soon asked for all-metal aircraft, with more lavish cabin furnishings. They got what they wanted in a new generation of four-seat low-wing monoplanes like the Beechcraft Bonanza, which introduced such refinements as a retractable undercarriage and more powerful engine to raise cruising speeds above the 170 m.p.h. mark.

The more rugged construction and higher performance of these aircraft enabled the executives to fly in weather

The Opening of New Markets in Europe Should Encourage British Business Executives to Become Air-Minded

By JOHN TAYLOR

that grounded the simpler, more elementary light planes which could only be used after a great deal of additional equipment had been added, including radio communications and navigation aids, windscreen-wipers, cabin heating and navigation and landing lights.

Even that was only a start, because the airlines had made the U.S. public multi-engine-minded, by emphasising that the new four-engined airliners they were buying at great cost were far safer. One result was that companies which could afford them began to favour aircraft with more than one engine as transports for their executives.

Nor were they all content with the four/six-seat light "twins" that Beechcraft, Cessna, Piper, and others, rushed into production to meet the demand. Some bought war-surplus 300-m.p.h. bombers and had them rebuilt, with luxury interiors and safety aids. This gave an aircraft with the performance of the best airliners coupled with all the convenience of private ownership.

A few very rich corporations went the whole hog, by ordering standard commercial airliners and spending tens of thousands of dollars on having them fitted out with offices, lounges and even bedrooms. This type of vehicle is virtually unknown yet in Europe—a 300-m.p.h. private hotel-cum-office in which a senior executive can fly to a distant city, hold a business meeting, do all necessary day-to-day work with the aid of radio, typewriter, tape-recorder and secretary, and then sleep on board. To complete the home-from-home atmosphere, the interior decorators have found room for showers, cocktail cabinets and even the inevitable television set.

So much for America, where several companies are now building prototypes of 500-m.p.h. jet-powered executive planes. How far has business flying caught on in Great Britain?

The short answer is that it hasn't. Our network of roads and railways—and our weather—make surface transport often as quick and always more reliable than flying in a light plane without radio. And when businessmen want to travel large distances, or over the Channel to the Continent, there are perfectly good, frequent air services to take them, without any of the problems of buying and flying their own aeroplanes. But this situation may radically change in the future.

Nevertheless, at present in Great Britain some enthusiasts have thought it worthwhile to give business flying a trial, and the results are interesting.

Like their U.S. counterparts, most of them started with simple, inexpensive light aircraft, but few have since advanced to anything more sophisticated. One reason is the scarcity of good airfields, because anything bigger than the sturdy little Auster monoplanes flown by many British private companies cannot be operated out of small grass aerodromes or from the meadow of a co-operative local farmer. A second reason is that there is no British counterpart to the all-metal, single-engined Bonanza or the American four/six-seat light "twins."

A company with eleven years' experience of operating an Auster Autocrat is Colt Ventilation Ltd., of Surbiton, in Surrey, which specialises in ventilation and air-conditioning systems for factories and offices. It has, admittedly, the advantages of a well-equipped aerodrome at nearby Fair Oaks and a transport problem for which aviation provides the obvious answer, because its executives need to travel frequently between branches scattered throughout England, Scotland and Wales.

The Company's Managing Director, Mr. I. J. O'Hea, is able to fly from Fair Oaks to Cardiff in about 70 mins., compared with a train and taxi trip of four hours, or an even longer car ride. Consequently, he has doubled his working week by flying and considers that this alone justifies the expense of running an aircraft.

In an interview for *The Light Plane* some time ago, Mr. O'Hea went into the economics in more detail.

"My Auster cost £1,150 new," he stated. "And the three main standing charges are depreciation, insurance and hangarage. The first figure is difficult to determine, because the wear and tear on a plane of this type is extremely low—far less than on a car—and depreciation is chiefly a matter of the aircraft becoming out of date in, say, five years' time. Insurance, which is high, costs £70 a year. This is because it covers not only damage to the aircraft, but all third-party risks. Hangarage also costs £70, but this includes ground service.

"Running costs gave me a very agreeable surprise. Petrol consumption is 20 miles per gallon at a cruising speed of 100 m.p.h. Oil consumption is practically negligible. The annual overhaul is high—about £50. Other overhauls and repairs are slight. Taking 200 hours a year as a basis, the total running costs work out just 25 per cent. above those for a 12-h.p. car."

When asked to bring these costs up to date for THE SPHERE, Mr. O'Hea estimated that they have increased generally by around 10 per cent., which provides a fair

(*Continued on page 285*)

A GENERAL-PURPOSE MONOPLANE: The prototype of the Edgar Percival E.P.9 made its first flight in December, 1955, and since deliveries began in 1956 its popularity has increased considerably. It is a single-engined, general-purpose monoplane. In the enclosed cabin, the pilot and co-pilot sit side-by-side with a large space behind and below for four passengers. When the passenger seats are folded there is a cargo space of 185 cub. ft.

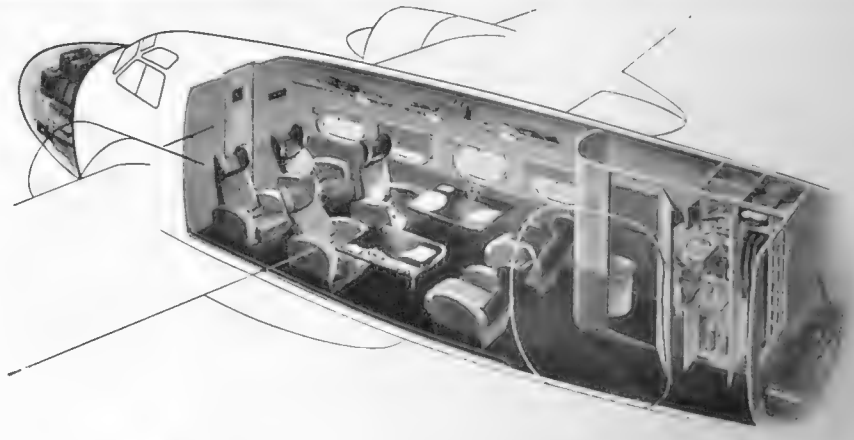
A LIGHT HELICOPTER: The Saunders-Roe Skeeter Mk. 6 is a two-seater light helicopter. The Skeeter, of which there are now several versions, was developed by the Cierva Company after the war as a small helicopter for the private owner. The first prototype, powered with a 106-h.p. Jameson engine, flew for the first time in October, 1948.

SUITABLE FOR V.I.P.S: There are numerous versions of the popular Bristol Sycamore helicopter. Pictured here is a Type 171 Mk. 3 which is similar to the type 171 Mk. 4 for use for executive purposes. The executive machine is fully furnished, complete with fitted carpets, and is fitted with a large bench-type seat in the back.

THE VERSATILE

President

Powered by two Alvis "Leonides" engines



The Executive President accommodates six passengers in a single spacious cabin with six feet headroom.

Generous toilet and wardrobe facilities and a fully equipped refreshment cabinet are also provided, whilst compartments in the nose and rear fuselage, the latter accessible in flight, cater amply for baggage.

Twelve passengers can be carried in the standard version in forward or rearward facing seats. With the seats removed the cabin provides over 600 cu. ft. of freight space, or alternatively, accommodation for up to nine stretcher cases.

For photographic and geological survey, provision is made for all modern types of vertical and oblique cameras.

The President is the civil counterpart of the Military Pembroke, over a hundred of which are in service with the Air Forces of seven nations.

HUNTING PERCIVAL AIRCRAFT LTD

A Hunting Group Company

LUTON, BEDFORDSHIRE, ENGLAND and at 1450, O'CONNOR DRIVE, TORONTO, CANADA

EXECUTIVE AIRCRAFT

(*Continued from page 283*)

answer to those who assert that flying is an impossibly expensive business. In any case, he felt safer doing a 200-mile trip by air than by car on the roads to-day!

Of course, it is not possible now to buy a new aeroplane for £1,150: but the three-seat Auster Alpha, with a 130-h.p. Lycoming engine (compared with 100 h.p. in the original Autocrat), can be bought for only £1,682. The four-seat Autocar and more powerful Alpine are in production for people who want that little extra room or performance.

For companies that never need to send more than one or two people by air at a time on short air journeys, there is little point in spending money on anything larger or more elaborate. Flying time is unlikely to average more than five hours a week—250 hours a year—and such a low utilisation would make the annual costs of a multi-engined type difficult to justify.

Colt Ventilation is one of those fortunate companies that can find a dual purpose for its aircraft, because much of its work is concerned with extract ventilators on roofs, and a good aerial photograph of a factory, taken from the Auster, can often suggest the answer to a problem far quicker than any architectural drawings.

However, dual roles are not economic necessities. Mr. J. S. Mitchell, an ex-R.A.F. Squadron Leader and a director of Barrow, Hepburn and Gale Ltd., the big leather factors, is another flying businessman with an Auster—in this case an Aiglet—and his flying is done purely and simply to save time.

He can have breakfast at home in Leicester, spend three hours in his company's tannery at Beverley, in Yorkshire, and be back in time for lunch. The same journey would take four hours by car and up to eight by train. But perhaps the Aiglet's possibilities were shown best when Mr. Mitchell made a 2,000-mile, six-day business tour of five Continental countries at a cost of only £30. Mr. Mitchell's tour cost him slightly less than 4d. per mile and he covered in the time a far greater area than he would have been able to do by land or sea.

Britain must increase her Continental trade if she is to hold a place of significance in the possible Free Trade Area. Tours organised on the lines of Mr. Mitchell's could reap rich dividends. British business must become airborne. One company that believes this, and is planning a major campaign to make it a reality, is Travelair Ltd., of London.

Anyone who buys an Alpha from Travelair and is not a qualified pilot is offered the services of a flying instructor free of charge, in conjunction with the Auster company. This is a new departure in Europe and represents a very worthwhile gift, as the average cost of training for a private pilot's licence is around £130.

Therefore there is every reason to hope that there will be an increasing demand on our aircraft constructors

(*Continued on page 287*)

SPACIOUS AND COMFORTABLE: Spaciousness combined with comfort and ease of access characterise the cabin of the Westland Widgeon helicopter. It accommodates four passengers, one of whom sits by the pilot's side. The luxurious upholstery and noticeable lack of vibration contribute to the comfort of the travellers.

A HELICOPTER FOR TWO: The Fairey Ultra Light helicopter, which flew for the first time in 1955, offers good performance in both standard and tropical conditions, with a very high vertical rate of climb.

A LIGHT AIRCRAFT WHICH HAS MANY USES: Over 470 de Havilland 104 Dove light transport aircraft are now operating in a variety of roles all over the world. The standard commercial model has accommodation for eight to eleven passengers.

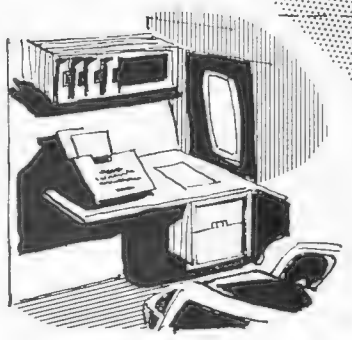
THE AVIATION TRADERS ACCOUNTANT: There are two versions of this aircraft. The passenger accommodation of Mark I can range from ten executive seats, with tables and divans, up to thirty normal seats. The Mark II can accommodate up to forty-two passengers.

A MEDIUM-RANGE AIRLINER: This is an artist's impression of the Handley Page Dart Herald. Fitting up its cabin can give great scope for the interior decorator's talents. In every way the model offers great possibilities to any large company air-minded enough to buy it.

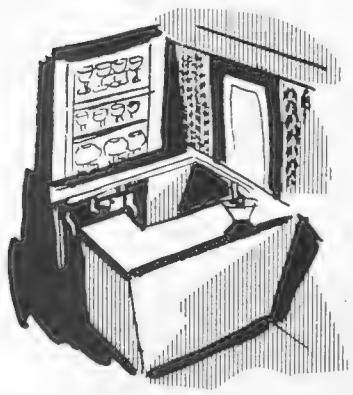
SUITABLE FOR A LARGE BUSINESS AIRCRAFT: The Handley Page Herald is a four-engined pressurised high-wing civil transport which has been designed to operate from primitive airfields under a wide range of climatic conditions. It can seat 44 people.

TOP EXECUTIVES & V.I.P's

should fly in luxury and ease



A SECRETARY'S DESK



DESIGN FOR A BAR

Today Field's are taking the lead in the design of aircraft interiors. The reason is a sound one—that this specialised work is normally so closely integrated with general problems of aircraft design. Field's can call upon the resources of several Divisions. Their executive and V.I.P. interiors represent the ultimate in luxury . . . with safety, convenience and comfort to the same high standards.

These interior layouts can include beautifully appointed state rooms, lounge, bedrooms and private apartments, ample provision for staff and a well-equipped galley . . . all planned on practical, modern lines.

Interiors can also be designed to enable standard airline layouts to be converted in a matter of hours to executive configuration.

Field

Consult

AIRCRAFT SERVICES LIMITED

FOR ALL

INTERIOR FURNISHINGS

72, WIGMORE STREET · LONDON W.1. · *Tel:* WELbeck *7799*

JA505

EXECUTIVE AIRCRAFT

(*Continued from page 285*)

for executive aircraft from British companies. However, even the most optimistic must expect it to be a considerable time before domestic business orders can match those from overseas.

For the past two years Britain's aviation industry has been exporting aircraft, aero-engines and equipment at a rate of £100,000,000-worth a year, putting it among the "big six" British export industries. The quality of its products is second to none: but the real key to its success is that in many cases it is building aircraft of types that have no counterpart overseas. The Vickers Viscount is an example of this, bringing turboprop speed, comfort and safety to the airlines years before the U.S. industry has anything comparable to offer.

At the other end of the size scale is the little E.P.9, designed, built and test flown by veteran designer-sportsman Edgar Percival. Intended originally as a sturdy, inexpensive, hard-working agricultural aircraft, it has proved so versatile that many operators are putting four seats in the roomy cabin behind the two-seat flight deck and using it for passenger-carrying.

The prototype E.P.9 flew only twenty months ago, yet production aircraft are already operating in seven countries, carrying the same payload as machines of almost double their power and more than twice their price. They may not be luxurious, but they offer the great advantage of being able to take-off with a full load in only 105 yards and touch-down at a safe, slow 37 m.p.h.

Ability to do this is important where space for airfields is at a premium; and that is why the helicopter might one day revolutionise business flying. Even to-day, when helicopters cost an average of £6,000 per seat compared with £2,000-£3,000 for a modern, fully-equipped fixed-wing aircraft, some senior executives like Mr. Richard Fairey, Vice-Chairman of the Fairey Aviation Company, find it worthwhile to use one to commute between home and office.

Where time is money on a large scale, the helicopter can out-perform any other type of aircraft, and Britain has a series of helicopters that are ideally suited as business aircraft. The smallest is the agile little two-seat Saunders-Roe Skeeter, which is in large-scale production for the British and West German armed forces. It is probably the nearest thing yet to a "family car of the air."

Fairey's two-seat Ultra-Light has an even higher performance, because its rotor is jet-driven, and it is claimed to be the most versatile, cheap to operate and easy to maintain helicopter in the world.

Next in size are the five-seat Bristol Sycamore and Westland Widgeon, each of which has a 520-h.p. Alvis Leonides engine and can be furnished to a high standard, with even carpets on the floor. They are not cheap to buy, but their ability to take off and land almost anywhere, and to carry a pair of stretchers in their cabin when necessary, gives them a unique attraction for companies and people living in remote places.

Getting back to fixed-wing aircraft, Britain has no very light "twins," but the eight/eleven-seat de Havilland Dove is unrivalled in its somewhat bigger class. That is why 400 have been sold in forty countries, many of them fitted with de luxe executive interiors, in addition to a fair number used as business aircraft in the U.K.

The de Havilland Company has provided an unusually detailed and fair estimate of the cost of operating one of the latest Series 6 executive Doves, which costs £32,220 when fully-equipped with duplicated V.H.F. radio, automatic direction finder and instrument landing system for all-weather operation.

Under instrument flying conditions, with fuel reserves for 230 miles diversion to an alternative aerodrome and 45 mins. stand-off, six passengers with 44 lb. of baggage each can be carried on stage lengths up to 510 miles.

Assuming that the aircraft is used for 500 hours a year, which is realistic for a fair-sized corporate owner, and taking into account depreciation over eight years, insurance, maintenance and overhaul, fuel and oil costs, landing fees and crew costs, the total works out at £41 for a 150-mile journey, and £77 10s. for 350 miles. This is equivalent to 10.9d. per passenger per mile for 150 miles, dropping to 8.8d. per passenger per mile for 350 miles, and compares with about 7.45d. per passenger per mile on European tourist-class air fares.

De Havilland are also offering an "Executive Special" version of their four-engined Heron light feeder-liner, which could be used quite comfortably as the mobile hotel-office type of business aircraft. So could Hunting Percival's neat twin-Leonides President, which forms a first-class six-seat V.I.P. transport, with the good downward view that is possible only with a high-wing design.

Larger still, and with even more scope for the interior decorator's talents, is the Handley Page Herald which is now available with either four Leonides Major piston engines or two Rolls-Royce Dart turboprops. Able to carry up to forty-three passengers in its standard airline configuration, the Dart version is incredibly cheap at £175,000 and offers tremendous possibilities to any large company air-minded enough to buy it.

(*Concluded on page 289*)

A HIGH DEGREE OF VERSATILITY: In its executive form, Hunting Percival's President is a particularly attractive six-passenger personal airliner for private and business use. The spacious cabin lends itself to a variety of furnishing and decorative schemes. The President is a development of the Pembroke for the commercial market.

THE INCOMPARABLE VISCOUNT: This is one of three of the Vickers Viscount executive models which have been ordered by the United States Steel Corporation. In its latest form, it offers a cruising speed of 365 m.p.h. Vickers do not undertake the interiors, which are designed by specialists to the customers' own requirements.

LUXURY IN THE AIR: The furnishing of the cabin of the Viscount belonging to the President of Brazil was carried out by Field Aircraft Services Limited, at Nottingham, and is said to be the most elaborate and luxurious ever built into a British aeroplane. *On left*—A view of the writing-room conversion in the same aircraft. Special venetian blinds are fitted.

FIT FOR A KING: This ex-R.A.F. twin-engined Varsity crew trainer has been converted into a personal transport for King Hussein of Jordan. The conversion was carried out by Eagle Aircraft Services Limited, at Blackbushe, and the fully-equipped kitchen contains an unusual 187-piece dinner-set made especially for the aircraft.

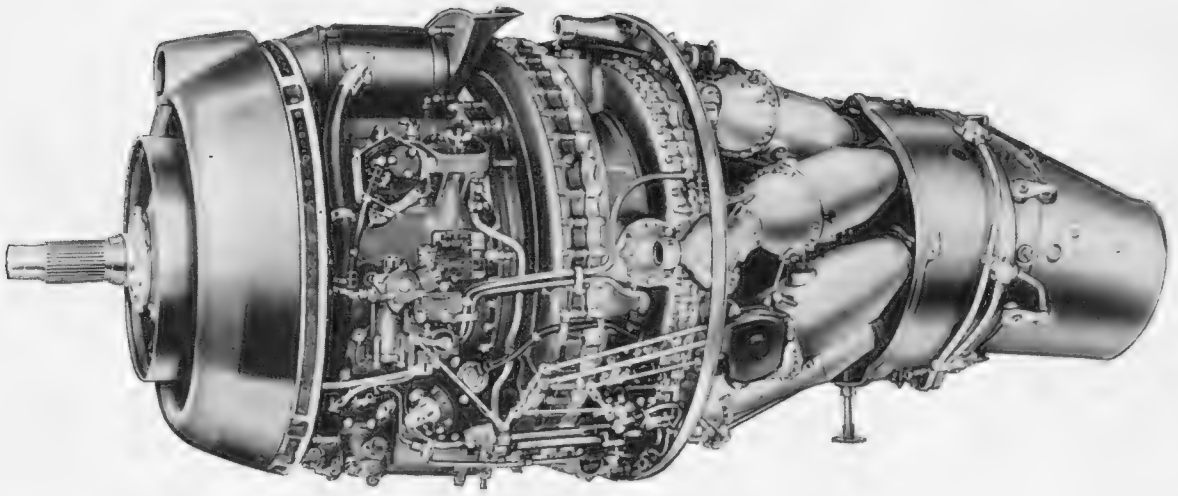
CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

ROLLS-ROYCE
DART
PROP-JETS

POWER THE VICKERS VISCOUNT AND

THE AVIATION TRADERS ACCOUNTANT AND HAVE BEEN

CHOSEN FOR THE HANDLEY PAGE HERALD



For executive operation the Rolls-Royce Dart is the most proven prop-jet in the world. It has flown over 2,500,000 hours in scheduled airline service.

ROLLS-ROYCE LIMITED, DERBY, ENGLAND.

EXECUTIVE AIRCRAFT

(*Concluded from page 287*)

Of similar size, the twin-Dart Accountant is the first product of a company new to aircraft design—Aviation Traders Ltd.—and the first British aeroplane developed from the start as an executive transport. It will carry up to twenty-eight passengers in its airline form but, learning that U.S. business aircraft carry on average only 2.7 passengers, the primary aim of its makers was to produce a machine that would carry six persons up to 2,420 miles at almost 300 m.p.h.—the performance of the converted bombers, but with all the luxury, safety and spaciousness of a properly-designed transport.

Finally, for companies like Standard Oil of California and United States Steel, and for people like Mr. Nehru, the Shah of Persia and the President of Brazil, there is the executive version of the incomparable Viscount, offering a cruising speed of 365 m.p.h. in its latest form with R.Da.7 Dart turboprops.

Vickers do not undertake the interiors, which are designed by specialists to the customers' own requirements. But here, too, Britain can do as good a job as any other country in the world.

The Viscount for the President of Brazil was furnished by Field Aircraft Services Ltd., at Nottingham, and has almost certainly the most elaborate and luxurious decor ever built into a British aeroplane. Complete with writing-room and sleeping quarters, it is decorated with wood from Brazil and has unique Venetian blinds over the windows and many other comforts. Its successor, another Viscount, is to be even better, because Field have been able to plan the interior from scratch instead of having to adapt an aircraft intended originally for airline service.

Realising that passengers may speak many languages, Field are even designing flush coat-hangers shaped like coats, and emergency escape notices in pictorial form, instead of relying on words to identify or explain.

A superb furnishing job of this kind can cost anything up to £50,000—but the result is fit for a president—or a king—and Britain's other specialists, Eagle Aircraft Services Ltd., at Blackbushe, showed their capabilities last year by converting an ex-R.A.F. twin-engined Varsity crew trainer into a personal transport for King Hussein of Jordan.

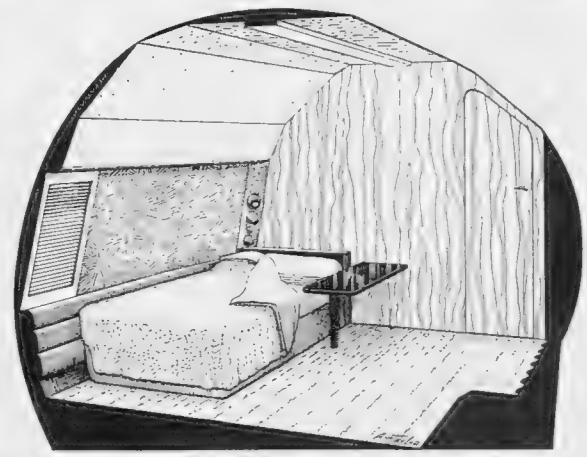
The transformation was remarkable, with comfortable seats displaying the Royal monogram, and full-length couches finished in Royal blue and grey, a powder-room for Queen Dina's use and a fully-equipped kitchen containing even a 187-piece dinner set made especially for the aircraft.

Designs such as these might be considered the ultimate in luxury, comfort and imagination. But the prize for originality must surely go to the Middle East potentate who asked for—and got—a seat linked to the auto-pilot in such a way that he is automatically turned to face Mecca no matter in what direction the aircraft may be flying.

THE INTERIOR OF A V.I.P. VIKING: The main spar bulkheads have been put back to divide the cabin in two. The front cabin is fitted with two Pullman seats on the port side, with a special table between them and a divan on the starboard side. The rear cabin is fitted with eight Pullman seats in four rows of two, with four more special tables installed between the rows. The furnishing materials are extremely luxurious and the aircraft has been very successfully soundproofed. It is owned by Airwork Ltd., and is available for special charter.

On right—

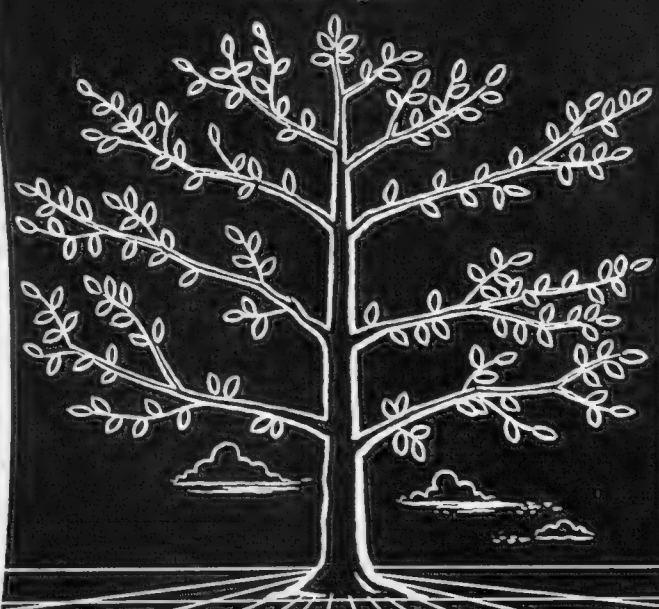
ANOTHER LUXURY BEDROOM: This design for a V.I.P. bedroom in a 700 series Vickers Viscount is by Field Aircraft Services Limited, specialists in interior decorating.



BRANCHLINERS

The Herald branchliner is now available equipped with either piston or propeller-turbine engines.

The Alvis LEONIDES Herald offers mainliner standards of comfort and a full payload of nearly 5 tons on branchline routes where airstrip performance is severely limited by altitude, heat or the barriers of mountain, bush or jungle.



The Rolls-Royce DART Herald brings the faster cruising speed—275 m.p.h. — of propeller-turbine flight to branchlines where airfield limitations are less acute and where, as a result, the economy of the piston-engined branchliner can be matched.

Apart from the engines and their nacelles, there will be no major structural differences between these two branchliners. They will come from production lines common to both and will be equipped with Leonides Majors or Darts as required.

HANDLEY PAGE · RADLETT · LONDON · READING

Airborne for over an hour and flown through every type of manœuvre of which helicopters are capable and at speeds over 120 knots—the prototype for the Westland Wessex has made a completely successful first flight.

The Napier Gazelle free-turbine engine, airborne for the first time, functioned smoothly and contributed a noticeable reduction in helicopter noise levels.

The Wessex, built to lift 2½ tons and designed primarily for anti-submarine operations, is on order for the Royal Navy. It is the first free-turbine helicopter in the world.

WESTLAND

The Hallmark of British Helicopters

WESTLAND AIRCRAFT LIMITED YEOVIL SOMERSET ENGLAND

The ALVIS LEONIDES engines which power the Hunting Percival President have a background of more than 10 years operating experience in many different aircraft fulfilling widely differing functions.

This experience, allied to planned development, ensures constant performance and reliability.

ALVIS LEONIDES Aero Engines

ALVIS

ALVIS LIMITED · COVENTRY · ENGLAND

Wonderfully quiet, due to advanced engineering features developed by Lockheed, the Starliner sets a new standard in air travel

IN ALL AVIATION HISTORY NO AIRLINER HAS GIVEN PASSENGERS THE SMOOTH, FLOATING RIDE THEY WILL GET IN THE GREAT NEW LOCKHEED STARLINER. CUSTOM BUILT FOR TWA-TRANS WORLD AIRLINES, THIS WORLD'S LARGEST, LONGEST RANGE LUXURY LINER ENTERED SERVICE IN JUNE ON TWA'S JETSTREAM FLIGHTS.

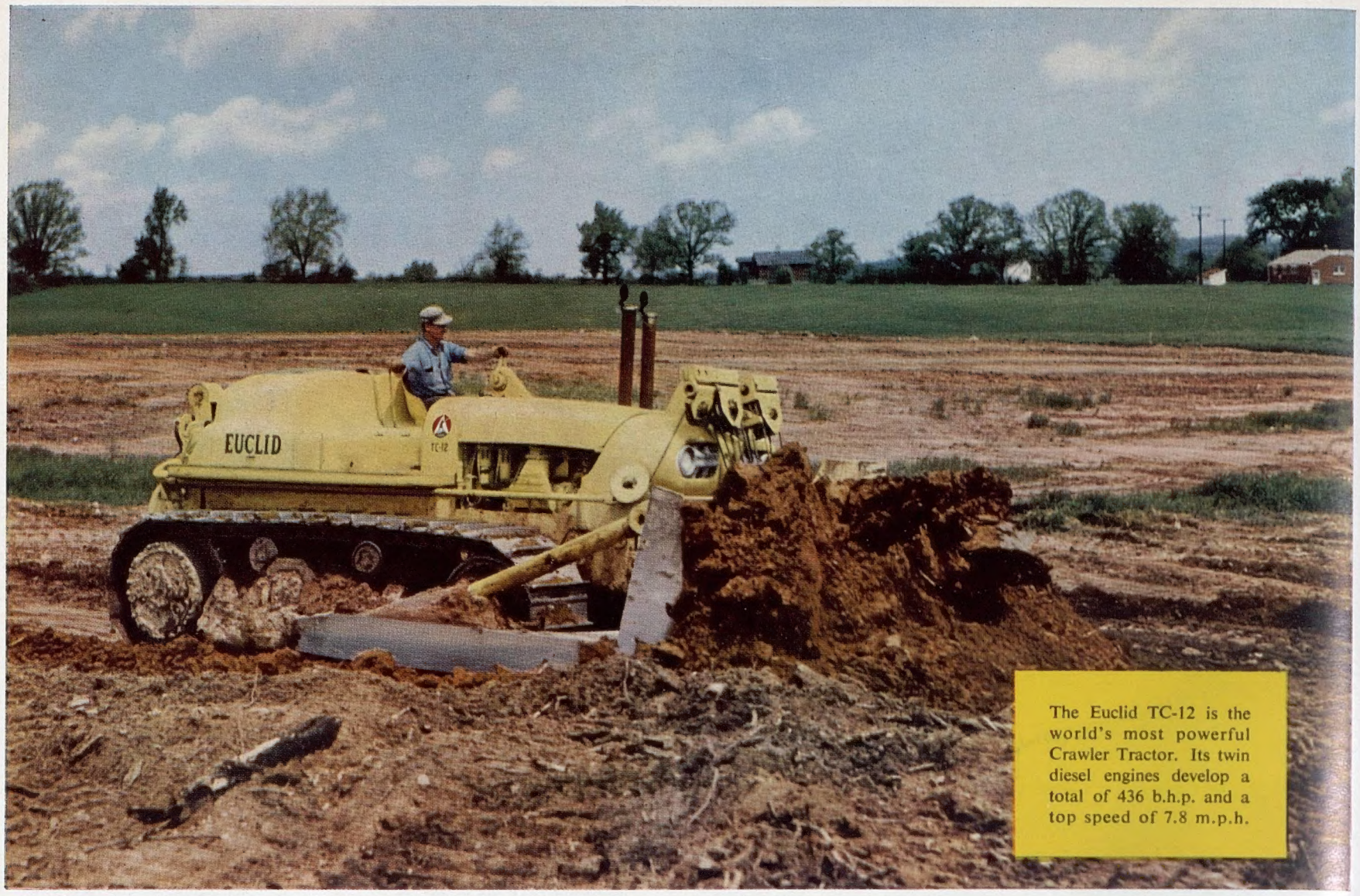
The Starliner is a product of LOCKHEED'S CALIFORNIA DIVISION

LOCKHEED *means leadership*

LOCKHEED LUXURY LINERS SERVE THE WORLD ON: Air France • Air-India International • Avianca—Colombian National Airways • California Eastern • Cubana • Dollar Associates • Eastern Air Lines Iberia—Air Lines of Spain • KLM—Royal Dutch Airlines • LAI—Italian Airlines • LAV—The Venezuelan Airline • Lufthansa—German Airlines • National Airlines • Northwest Orient Airlines • Pakistan International Qantas • Resort Airlines • Seaboard & Western • TAP—Transportes Aereos Portugueses • Thai Airways • The Flying Tiger Line • Trans-Canada Air Lines • TWA—Trans World Airlines • Varig Airlines of Brazil

This page is missing from the print copy used for digitization.
A replacement will be provided as soon as it becomes available.

This page is missing from the print copy used for digitization.
A replacement will be provided as soon as it becomes available.



The Euclid TC-12 is the world's most powerful Crawler Tractor. Its twin diesel engines develop a total of 436 b.h.p. and a top speed of 7.8 m.p.h.

EUCLIDS speed airfield construction throughout the world

For all large-scale earthmoving projects—*you cannot beat Euclids*—they are proving their worth daily for airfield construction, dams, hydro-electric schemes and opencast mining by moving more loads per hour at less cost. Euclids are unrivalled for speed, dependability and low cost operation.

The distributors maintain a world-wide After Sales Service.

BLACKWOOD HODGE

Subsidiary Companies Branches Works and Agencies throughout the World

Published Weekly by Illustrated Newspapers, Ltd., Ingram House, 195–198, Strand, London, W.C.2, and Printed in England by The Illustrated London News and Sketch, Ltd., Milford Lane, London, W.C.2. Saturday, August 24, 1957. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.